

Manufacturers Record

Exponent of America



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Baltimore, Md.
AUGUST 16, 1923

President Harding and Some Lessons from His Life.

Throughout the South as well as throughout the whole country there has been such an outpouring of praise for President Harding, such a deep and real expression of love for him and sorrow over his death, such testimony from the pulpit and in the press, from public men and those in private life, of love and admiration for him, as we have never seen for any one else in the last fifty years.

What was the reason for this? The answer is simple.

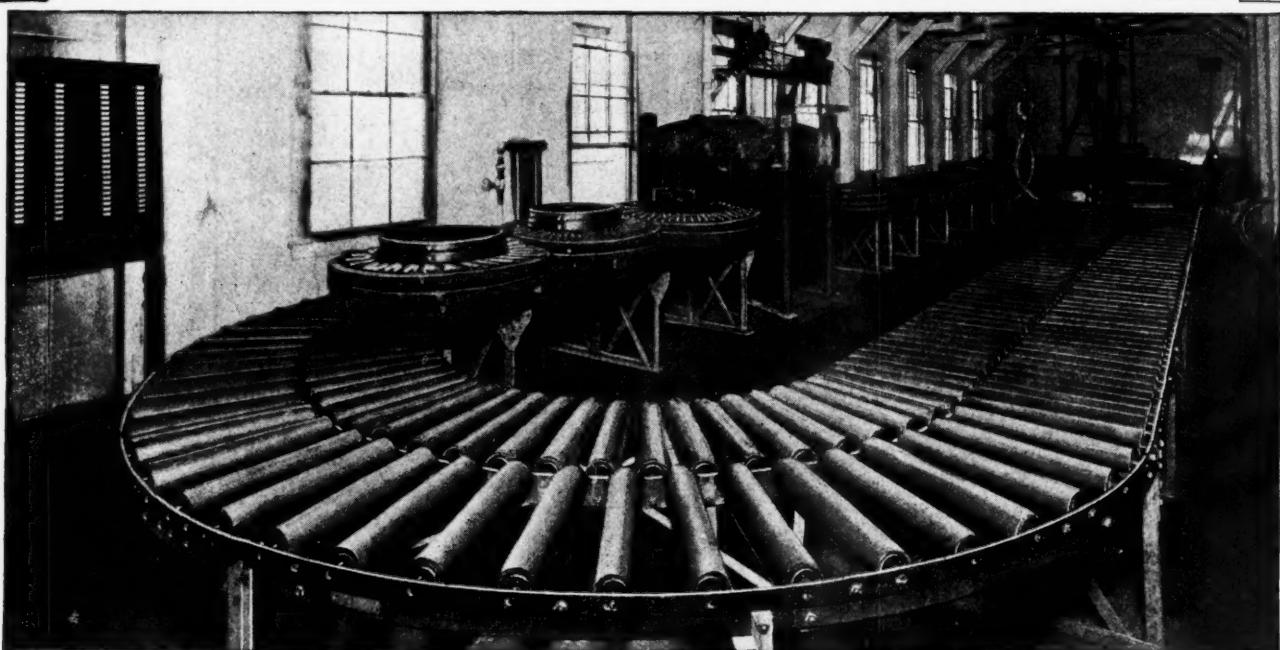
Warren G. Harding stood for love of his fellow man of high or low degree; for true religion as the only means for individual and world salvation; for the rigid enforcement of the prohibition laws, in which he thoroughly believed, and for obedience to all laws; for Americanism in its broadest and truest sense; for opposition to the League of Nations as proposed, but in thorough sympathy with some form of world co-operation for the world's good. He believed in a protective tariff as the safeguard of national prosperity against the low wages of Europe. He believed in America as one country, knowing neither North, nor South, nor East, nor West. There was no cant or hypocrisy about him. Clean of life and with a full sense of his responsibilities, he was a worker in the truest sense from early boyhood until he laid down his life, a martyr to a profound sense of duty to labor for the welfare of his country.

It was because the Manufacturers Record had thus appraised his character at the very beginning of his campaign that we believed that his election would be of inestimable value to the whole country, to law and order, and to national prosperity and national prohibition and to national righteousness and we heartily and wholesouledly urged his election.

The universal love which he won from the whole nation is the unanswerable proof of the wisdom of the people of the country, guided by that Divine Power which has shaped the destiny of this country and thus far has led us through all the dangers of the past. In the light of these things how small and ignoble all the vile vituperation with which disreputable politics sought to defame in order to defeat him! Can we not as a people learn a lesson from these facts which, if rightly understood and heeded, will soften the bitterness of politics, and in future appraise a man or a measure from a higher viewpoint than that of purely partisan benefit?

Of President Harding it may rightly be said:

"Statesman, yet friend to truth! of soul sincere
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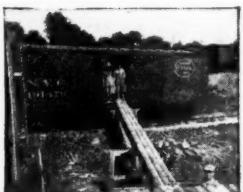
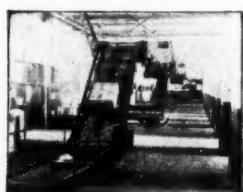
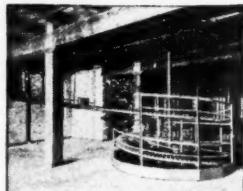
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Manufacturers Record

Exponent of America

AUGUST 16, 1923

Volume LXXXIV

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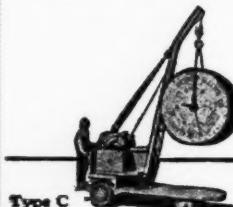
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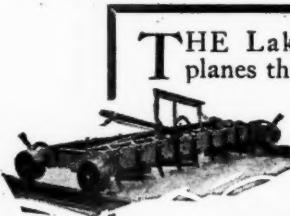
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Manufacturers Record

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A BRAVE MAN.

A WELL-KNOWN business man, much in public life, who was in intimate touch with the tremendous fight of the Federal Reserve Board, under Governor Harding, to completely dominate the finances of this country, referring to the refusal of President Harding to renominate Governor Harding, writes the MANUFACTURERS RECORD:

"I think Mr. Harding was the bravest President we ever had. None will know what influences he had to antagonize in order to restore some confidence in the Federal Reserve System. I do not know of any other recent President who would have resisted. But he turned down Mellon and all the rest and did the thing he knew in his heart was right. I knew when he made that decision that the country was in the hands of a man who was simply incorruptible—incorruptible by favor, by influence, by self-interest or by anything. It has been a terrible blow to lose him."

GOOD EXAMPLE TO FOLLOW.

Oglesby Granite Company.

Elberton, Ga., Aug. 4.

Editor Manufacturers Record:

A few days ago I had occasion to visit Shamokin, Pa., and, of course, had with me the Blue Book of Southern Progress. During my visit I referred to this book several times, which afforded me opportunity to offer accurate information and convincing proof on certain points that were under discussion.

The gentleman was so impressed with the contents of the book that he asked me as soon as I returned home to mail him a copy. As I only have one, I would thank you to mail a copy to George C. Graeber, Cashier, National Bank of Shamokin, Shamokin, Pa.

H. L. WIGGS, President.

Why should not every man help in this way to enlighten some outside business friend as to the South's advance of progress?

A CONTRAST—THE DEATH OF PRESIDENT HARDING AND THE INAUGURATION OF PRESIDENT COOLIDGE.

SURROUNDED by the pomp and splendor of a great civilization, typified by California's superb hotels and business houses, a nation's president dies. Within a few hours thereafter, in a small farmhouse in Vermont, at three o'clock in the morning, the oath of office is administered by the light of a flickering lamp and by the farmer father, who is a notary public, to the incoming president.

The country at large had not heard of President Harding's death, because it occurred at night, when President Coolidge was taking the oath of office as his successor.

Two poor boys, sons of men and women simply of average American intelligence and position in farm life, become president and vice president of this, the mightiest nation upon which the sun ever shone—one dies and the other quietly, and in accordance with the law, steps immediately into the vacant space that there may be no interregnum in governmental affairs.

The contrast between the pomp and splendor of San Francisco's bustling activity and civilization with the quiet Vermont farmhouse, far away from the hustle of modern life, covers the whole range of human possibilities in this world.

In their boyhood days not even the fondest parent would have had any more reason to suspect that Warren G. Harding or Calvin Coolidge would ever become President of the United States than millions and millions of other fathers and mothers have a right to expect this honor for their sons. Never was there a finer illustration from outstanding facts in the world's history that this is the Land of Opportunity.

Through all the history of this country it has been proven that it is not social position or wealth which carries a man into the presidency and there are few men who have ever attained to that high honor who were not worthy to become the leaders of this nation. A few have been failures, but most of our presidents have been worthy of the honor to which they have attained. We believe that none, except perhaps Washington and Lincoln, will leave a more indelible impression upon the thought and life of this nation than President Harding. His dominant thought was that of good will and faith in God. Good will to his fellow man and good will to the people of all the world and service to God marked his life. These thoughts radiated in his life unto those who came in touch with him, and he was quoted recently as having said that he would not change from his good will attitude even though the carrying out of policies based on good will might defeat him in the coming election, for he would rather lose on that platform than win on any other.

President Coolidge comes of an entirely different stock. Apparently, he is molded in the stern cast of New Eng-

land, with that inherent patriotism which has always been predominant in New England life. He may perhaps view many things from the New England standpoint, with a stern sense of duty, but we venture the assertion that he will not be any more sectional in the presidential office than was President Harding. New England, outside of the foreign element, which is so prominent there, is patriotic to the core. Its patriotism has never been dimmed since the days when the Mayflower people set up their government in the new world. Mr. Coolidge is of New England stock. Born on a little farm, raised as a farmer's boy, going back to the old home for his summer vacations, he knows every hardship of the farmer's life. Thrown in later years into the business and political problems of New England and then of the country, he has had an opportunity of studying every phase of American life and the maintenance of American laws. All that the public knows in this respect is in his favor and this country, we believe, will give to him whole-hearted support in taking up the reigns of government which dropped from the grasp of his predecessor.

The MANUFACTURERS RECORD believes that under Mr. Coolidge, all interests of the country will be conserved; that business will go forward on safe and sound lines and that we need have no fear of any unwise presidential action while Mr. Coolidge is in the presidential office. He has a right to command the sympathy and hearty support of the people of all sections and of all political affiliations so long as he is the president. He is the president of the whole country and the president of people of every shade of political opinion.

Amid the heat of politics in the coming presidential struggle the contest should be carried on free from the mud-slinging, acrimonious, disreputable and dishonorable methods that have sometimes prevailed in the past and which were used by many to try to besmirch Mr. Harding's name when he was first nominated. The coming campaign should be based on economic and moral issues—the economic issues relating to the prosperity of this nation, and the moral issues to the maintenance of law and order and the development of national prosperity in such a way as to set an example to the whole world.

We trust that President Coolidge will see that the greatest work which America can do for the world is to keep out of too close an affiliation with foreign nations and by its physical and financial and moral forces and the development of its own interests, set an example which the whole world will seek to follow.

HELPING TO MAKE THE SOUTH KNOWN.

MR. SEXTON JOHNSON, Supervising Principal of Public Schools, Orlando, Fla., recently wrote to W. A. Russell, Passenger Traffic Manager of the Louisville & Nashville Railroad suggesting that a copy of the Blue Book of Southern Progress and the MANUFACTURERS RECORD should be kept on the observation cars of the Louisville & Nashville for the benefit of travelers who might in this way learn more about the South. Mr. Johnson sends us a copy of a letter from Mr. Russell, who writes that "copies of the Blue Book of Southern Progress, with a suitable leather cover, are now being placed on the cars on the Pan-American and also the Southland, and when a new issue is out the current numbers will be replaced," and he adds: "The matter of providing copies of each issue of the MANUFACTURERS RECORD is also having consideration. I thank you for having brought this matter to our attention."

Here is a little illustration of how individuals can benefit the South. Mr. Johnson, a School Supervisor, enthusiastic in trying to make the South known, advises the Louisville & Nashville to keep copies of the Blue Book of Southern Progress and of the MANUFACTURERS RECORD on all the ob-

servation cars of that system, and the railroad promptly accepts his suggestion as to the Blue Book and has under consideration the MANUFACTURERS RECORD. This only indicates one of the infinite ways in which those who are seeking to advance the South can benefit this section.

THE ENORMOUS GAIN IN OUR FOREIGN TRADE REFUTES SENATOR UNDERWOOD'S STATEMENT.

THREE is so much misinformation abroad in this country in regard to our foreign trade as compared with pre-war conditions that the figures are worth quoting, in order to enlighten politicians and others who may be willfully blind, or unintentionally blind. In either case they are merely blind leaders trying to lead the blind. Comparing the total value of the imports and exports of the United States for the fiscal years ending 1922 and 1923 with pre-war figures, we have the following:

TOTAL VALUE OF EXPORTS FOR TWELVE MONTHS ENDING JUNE 30:		
1923	\$3,957,077,933	1913
1922	3,771,156,489	1912
1914	2,071,057,744	1910

These figures show that since 1914 our exports have nearly doubled in value, jumping from a little over \$2,000,000,000 for that year to \$3,957,077,933 for the past fiscal year ending June 30, 1923.

Comparing our import trade, we have equally as interesting, and to some extent even more startling, figures.

TOTAL VALUE OF IMPORTS FOR TWELVE MONTHS ENDING JUNE 30:		
1923	\$3,781,259,144	1914
1922	2,608,079,208	1912

These figures also show that since 1913, which was an average pre-war year, our imports have considerably more than doubled. Comparing the import value for the past fiscal year, ending June 30, with 1913, we have a gain of \$2,000,000,000, while in exports comparing the same years 1913 and 1923 there is a gain of \$1,500,000,000.

The total volume of our foreign trade, imports and exports, for the last fiscal year was \$7,738,337,077, while for 1913 the total for imports and exports was \$4,240,881,957, showing the enormous gain of \$3,497,455,120 for last year as compared to 1913.

We have thus shown the enormous advance in our foreign trade both in imports and exports and yet a few weeks ago Senator Underwood in an address said: "The Republican party has erected a barrier to trade in every port."

Considering the fact that both our import and export trade have not only doubled in value since the days of Senator Underwood's free trade bill but that all the ports in America and all the ports throughout the world have shared in this enormous increase, his statement shows that he is willingly blind to the facts or else he is densely ignorant.

It was once said by a distinguished orator that "facts embarrass me." Facts do not seem to embarrass Senator Underwood in the least. He rides rough-shod over facts as though they did not exist. The way in which he can murder facts apparently without any compunction of conscience should give pause to all who do not believe in the destructive power of free trade, which under Senator Underwood's bill came well nigh bankrupting the industries of the country. After his tariff bill had well nigh over night blotted out \$100,000,000 invested in sugar industry of Louisiana, his own party found that all of his theories regarding free sugar were utterly false and had to reverse its position by putting the tariff back on sugar. Many of the things which some public men, as in this case Senator Underwood, put forth as facts when they have no foundation whatever, show that their knowledge of facts is exceedingly barren while their fertility of erroneous statements is exceedingly productive.

A NEW YORK BANK OFFICIAL TELLS BANKERS THAT THE FARMERS HAVE HAD TOO MUCH AND TOO EASY CREDIT.

THE members of the Montana Bankers Association who met at Great Falls, Mont., August 10, deserve the sympathy of the country for having had to listen to a speech of over 12,000 words by Dr. Anderson, economist of the Chase National Bank. That speech would make between six and seven pages of the MANUFACTURERS RECORD. One statement which illustrates much of the tenor of Dr. Anderson's speech was:

"The farmer's present difficulty, however, is primarily due to the fact that he has had too much credit and too easy credit in the past. Greater difficulty in securing credit in the past would have lessened the evils of land speculation and would have compelled the farmers to save more of their boom time profits." And so the bankers of Montana were seriously told that the present difficulty of the farmers of the land is due to the fact that they have had too much and too easy credit. Ye gods and little fishes! what wonderful knowledge does come out of New York sometimes!

We wonder if all of the officials connected with the Chase National Bank were so entirely free from the purchase of securities of all kinds during the boom period that none of them made or lost money by their operations during the inflation or the period of deflation which followed. Or if all of the officials connected with the bank were entirely free of operations of this kind, did any of them say to the speculators of New York that the difficulty with them was that they had too much credit and too easy credit? Did the credit which New York bankers furnished to speculative operators, and which some big banks furnished to their own officers, enable them to buy securities and carry them for a profit? Or were all New York people so entirely free from any speculative activities that none of them sought credit from the banks, and did all bank officers refrain from getting all possible credit from their own banks?

He who is without sin may cast the first stone.

But Dr. Anderson is wrong. The present difficulty of the farmers is not due to their having had too much credit or too easy credit. Most of them have had to pay exorbitant prices for the money which they had to borrow. Most of them found themselves loaded with large crops raised at high prices by the urgent advice of the Government with the promise that there should be no deflation. And yet drastic deflation was forced upon them, and their crops had to be sold because the bankers called the loans of the farmers under the instruction of the Federal Reserve Banks, and the result was chaos in the agricultural interests of the country, and billions and billions of dollars were wiped out by mismanagement of our finances. And now a New York bank political economist seriously tells the bankers of Montana that the "farmers had too much credit and too easy credit." We venture the assertion that some of the Montana bankers, if they opened their hearts freely, gave Dr. Anderson some real facts which may have been illuminating to him.

Moreover, Dr. Anderson rather warns the country against co-operative work in the marketing of crops, "especially as co-operative marketing," he says, "is to be conducted when its purpose is the control of prices through speculation and holding." We hope Dr. Anderson will enlighten the public as to whether New York banks have ever encouraged stock operators to wait for higher prices through holding on to their stocks. There is a little difference, it is true, between a share of stock and a bale of cotton, for instance; but the fibre in a bale of cotton is just as good fifty years hence as it is today; and when cotton is selling below the actual cost of production there is a sound basis for holding it from the market, for

the time must come when people will cease to produce a thing which costs more to produce than the selling price.

Dr. Anderson admits that co-operation in marketing perishable products may be wise, but he suggests that wheat and cotton, for instance, require less co-operative organization by sellers than in cases where a few good buyers dominate the market. The success of the co-operating organizations in the handling of cotton has proven that there is a great power for good to the growers in the marketing of their cotton through co-operation. Unless the bankers of Montana were so polite as not to criticize Dr. Anderson's 12,000 word address and tell him the facts, it is altogether probable that before he left Montana he heard many things which he did not know when he left New York.

BANKERS OF THE SOUTHWEST OFFER FREER CREDIT TO FARMERS.

THE action of the Federal Reserve Bank of Dallas in the matter of extension of credits to cotton growers, reported on the cover page of the MANUFACTURERS RECORD of last week, was taken after a conference of bankers and business men of that section. Mr. Andrew Querbes, President of the First National Bank of Shreveport, in a letter to the MANUFACTURERS RECORD says:

"I enclose herewith a statement issued by the Committee referred to in my interview, recommendations of which were accepted by the officers and directors of the Federal Reserve Bank of Dallas. These statements are being mailed by the Federal Reserve Bank of Dallas to every member bank, and those present at this meeting were furnished with several copies each, which they in turn are to mail to their correspondents; strongly advising their customers to take advantage of the financial help tendered.

"If Atlanta and Richmond Federal Reserve Banks take any action toward the extension of credits as adopted and outlined by the Federal Reserve Bank of Dallas, I would be thankful if you would inform me of it."

The circular letter, or statement issued by the Federal Reserve Bank was the result of a careful study of the whole situation by those called together in conference. That statement with the names of those who signed it is important as showing the effort which the bankers of the Southwest are making to take care of the handling of cotton. We give it in full as follows:

Statement Issued by Committee Appointed at a Conference of Bankers and Business Men Held in Dallas, July 24, 1923, Upon Invitation of the Federal Reserve Bank of Dallas, and Endorsed Unanimously by the Conference.

The Federal Reserve Board recently sent a letter to the Federal Reserve agent at each of the Federal Reserve banks in which the Board expressed its desire that the Federal Reserve banks give all reasonable aid possible to financing a movement of the crops in the coming season to the end that the products of each district might be moved in an orderly manner into channels of consumption, in accordance with demand, in order that the producers might receive the full intrinsic value of their products.

At the last meeting of the Board of Directors of the Federal Reserve Bank of Dallas the Governor of the Bank was authorized to call a conference of representative bankers, business men and cotton merchants and to lay before such a meeting the policies of the Federal Reserve Board and the Federal Reserve Bank of Dallas covering crop movement and marketing in the present season. Accordingly Governor B. A. McKinney, of the Federal Reserve Bank of Dallas, called together a conference, which met at the Adolphus Hotel, in Dallas, on July 24. The conference was purposely not made too large in its membership to be unwieldy but was sufficiently representative of all parts of the Eleventh Federal Reserve District that the policies to which expression was given would be disseminated in all sections of the District. It was thought wise to have this conference well in advance of any general movement of the cotton crop in order that the suggestions could be fully considered in an entirely dispassionate manner.

and that all present factors could have the proper consideration.

A full discussion of the policies announced by the Federal Reserve Board and the Federal Reserve Bank of Dallas developed the following principles which were deemed by those present at the conference to be essential for the protection of the producers against any disorganization in either the marketing of the crop or a proper and intelligent handling of the liquidation of the indebtedness in this District.

It was pointed out that the estimate of the United States yield of cotton this year is 11,412,000 bales. The estimate for Texas is 4,123,000 bales. The carryover from last year is represented by the following table:

	1921	1922	1923
July 20	4,049,000	2,087,000	882,823
Total all kinds	6,068,000	3,763,000	2,136,000
Liverpool stocks of cotton.		1922	1923
American cotton		539,000	168,000
Total Liverpool stock, including American cotton		931,000	466,000
Total carryover	4,572,000	1,750,000 (Est)*	
In consuming establishments			
American Cotton			1,345,000

*As of August 1st, including linters and repacks.

This means that cotton occupies the most favorable statistical position that has occurred in many years.

The fact was emphasized at the meeting that the banking institutions of this Federal Reserve District, including the Federal Reserve Bank of Dallas, are keenly alive to the importance of co-operation in bringing about a gradual and orderly marketing of this year's cotton crop. The banks of this District have the disposition, the resources and the facilities to assist the farmer along proper lines to bring about this much desired end.

The Federal Reserve Bank of Dallas, through its officials, pointed out that under recent amendments to the Federal Reserve Act certain renewals of farmers' paper are now eligible for rediscount at the Federal Reserve bank. For instance, notes are eligible for rediscount at the Federal Reserve bank the proceeds of which have been used or are to be used in the production, distribution or carrying of agricultural commodities, pending the orderly marketing of the same. Therefore, a note secured by a chattel mortgage or warehouse receipt on cotton properly protected and insured is eligible for rediscount at the Federal Reserve bank. It should be a fairly simple matter for the country banks in this Federal Reserve District to substitute for what is ordinarily termed a crop mortgage note at its maturity, a renewal note, of reasonable maturity, secured by a chattel mortgage on the actually produced commodity, properly insured, whether in a warehouse or not.

It was distinctly the sense of the conference that the commodity banker should give as close supervision to the marketing of the crop as he did to its production.

The conference expressed no thought which was in sympathy with the holding of cotton for speculative purposes, as the term is generally understood, but was emphatic in its expression that the cotton should be sold as the demand will absorb it and that the liquidation of the debts would naturally follow as the disposition of the crop is accomplished.

The conference did not propose to endorse any particular method of marketing cotton nor the work of any particular organization created for that purpose, but it was the consensus of opinion that advantage should be taken of any instrumentality which can in a proper and intelligent way lend assistance to the farmers in effecting a sane and practical method of marketing their commodities.

F. M. LAW,
Chairman.
GUS F. TAYLOR,
W. W. WOODSON,
W. T. RIDLEY,
W. M. WILLIAMS,
Committee.

The following gentlemen were present at the time the Committee submitted its statement, unanimously endorsed it, and authorized the use of their names in connection with its publication:

W. W. Collier, Vice-Pres., City National Bank, San Antonio, Tex.

A. D. Simpson, Vice-Pres., The National Bank of Commerce, Houston, Tex.

W. M. Williams, Pres., Farmers National Bank, Hillsboro, Tex.

Jno. E. Owens, Pres., First National Bank, Wills Point, Tex.

R. E. Harding, Vice-Pres., Fort Worth National Bank, Fort Worth, Tex.

J. D. Gillespie, Vice-Pres., Dallas National Bank, Dallas, Tex.

J. W. Hoopes, Vice-Pres., Central State Bank, Dallas, Tex.
E. F. Gossett, Vice-Pres., South Texas Commercial National Bank, Houston, Tex.

Wiley Blair, Pres., Southwest National Bank, Dallas, Tex.
Howell E. Smith, Pres., First National Bank, McKinney, Tex.

W. C. Dew, Vice-Pres., Trent State Bank, Goldthwaite, Tex.
F. F. Florence, Vice-Pres., Republic National Bank, Dallas, Tex.

C. S. E. Holland, Vice-Pres., Second National Bank, Houston, Tex.

Andrew Querbes, Pres., First National Bank, Shreveport, La.

F. F. Downs, Pres., First National Bank, Temple, Tex.
Ewing Norwood, Vice-Pres., National Bank of Commerce, Houston, Tex.

W. H. McCullough, Pres., Central National Bank, Waco, Tex.

W. T. Ridley, Pres., American National Bank, Paris, Tex.
A. M. Graves, Cashier, Red River National Bank, Clarksville, Tex.

W. H. Patrick, Pres., First National Bank, Clarendon, Tex.
Otto Meerscheidt, Vice-Pres., Alamo National Bank, San Antonio, Tex.

H. M. Wilkins, Vice-Pres., State National Bank, Houston, Tex.

Guy J. Price, Jr., Farmers and Merchants National Bank, Fort Worth, Tex.

W. H. Wallerich, First National Bank, Fort Worth, Tex.

B. L. Gill, Chairman of Board, First National Bank and American National Bank, Terrell, Tex.

Ed. H. Winton, Cashier, Continental National Bank, Fort Worth, Tex.

J. T. Harrell, Vice-Pres., City National Bank, Wichita Falls, Tex.

W. W. Woodson, Pres., First National Bank, Waco, Tex.

F. M. Law, Vice-Pres., First National Bank, Houston, Tex.
T. J. Caldwell, Vice-Pres., Federal International Banking Company, New Orleans, La.

Nathan Adams, Vice-Pres., American Exchange National Bank, Dallas, Tex.

In response to an inquiry by mail and later by wire to the Federal Reserve banks of Richmond and Atlanta as to whether their banks had taken any action similar to that of the Dallas bank, we have from the Atlanta bank the following:

"Replying to your inquiry, member banks of the Federal Reserve Bank of Atlanta do not ask from us a formal statement each year as to what we propose to do toward financing the coming cotton crop as they know full well from past experience that we have always extended to them accommodation in discounting notes secured by cotton. This has been our unvarying policy since our bank was established. We have always accepted for rediscount all notes secured by cotton or any other commodity properly stored and insured, and therefore there exists no doubt among our member banks as to our policy in this connection."

We are glad to have this assurance from the Atlanta Reserve Bank, but there was a time when the member banks did have a great deal of doubt as to what the Atlanta Federal Reserve Bank would do, and some of them had in mind for a long time that 87½ per cent rate charged to an Alabama bank by the Atlanta Federal Reserve Bank was in some respects superior in its dealings with the situation to a good many other Federal Reserve Banks.

The Richmond Federal Reserve Bank has made no reply to our letter or telegram of inquiry as to what action it might take similar to that of the Dallas bank.

ELECTRICAL DEVELOPMENT OF JAPAN.

INDUSTRIAL Japan is making progress. Many plants are being constructed; especially is textile mill development active. The power requirements of this expansion are being met by the establishment of electric power plants. Last year, reports the "Far Eastern Review," was notable for the remarkable progress being made in development of electric power operations. The total capacity of all electric power plants completed in Japan in 1922 was 85,465 kilowatts from

water power, 43,024 kilowatts from steam, and 335 kilowatts from gas, making the aggregate power of all electric plants erected in 1922 of 128,824 kilowatts. The total generating capacity of all Japanese power houses completed and under construction increased 288,597 kilowatts during 1922.

Amalgamation of small concerns with large power supply companies and increasing electrification of steam railways are the chief features of the Japanese electrical development.

There were a few large water power installations completed, one generating 9200 kilowatts and another generating 6000 kilowatts. The most interesting point about these installations is that they are largely built with Japanese-made machinery. This is another indication of the great progress made by Japan in recent years in industrial expansion.

The Westinghouse Electric & Manufacturing Co., of Pittsburgh, recently shipped to Japan the largest transformers in the world. There were four, each of 21,000 KVA capacity, oil insulated, water cooled, single-phase transformers, voltages of 154,000 to 66,000. They will be installed at the Komatsuo substation of the Tokyo Electric Light Company.

A super-power scheme to supply the Island of Formosa is under way. The Taiwan Denryoku K. K. (Taiwan Electric Power Co., Ltd.), was organized to carry out the program involving the construction of a great power plant utilizing the waters of Jitsugetutan lake located in the middle of the central mountain chain, to generate a total of 140,000 horsepower, and supply power to all parts of the island at a very low rate. A second power plant is planned to generate 55,000 horsepower in case of emergency. Marked progress is reported, and the work is expected to be completed by the end of 1924.

Another interesting phase of the electric power industry is a return to the building of steam power plants, this last phenomena it is said being due entirely to the decreasing cost of coal making it profitable again to generate power by it; and also to the slowness with which hydro-electric power plants are erected, causing tie-up of funds and where working capital is difficult to obtain even at interest rates which would paralyze industry abroad. Nevertheless, Japan in spite of having gone through a period of deflation and depression and in the face of high interest rates and tight money, last year was able to make notable progress in electric power development which indicates expansion in enterprises using power, and in general business activity.

THE GRAIN CROPS OF THE COUNTRY.

THE August estimate of the wheat yield made by the United States Department of Agriculture is 793,000,000 bushels, or 28,000,000 bushels less than the estimate made on July 1. This year's yield, based on this estimate, will be 69,000,000 bushels less than that of last year and 42,000,000 bushels less than the average yield for the period of 1917 to 1921. The average yield per acre is estimated at 13.6 bushels, or only one-tenth of a bushel less than the average for the five year period from 1917 to 1921 and two-fifths of a bushel per acre less than the average of last year. The estimated average price throughout the country on August 1 was 84.2 cents, as compared with 97.1 cents a year ago.

On the other hand, the estimated corn yield of 2,983,000,000 bushels is 105,000,000 bushels greater than the estimates of July 1 and 51,000,000 bushels higher than the average for the five years from 1917 to 1921. On August 1 the average price of corn was 23 cents per bushel higher than on the same date in 1922, which would largely more than offset in value the decrease in the value of wheat.

The oats yield is estimated at 115,000,000 bushels larger than last year's crop and the price is nearly three cents a bushel higher than the average of August 1 last year. Barley

indicates a yield of 16,000,000 bushels more than last year and 10,000,000 bushels more than the average for the five year period, with a slightly higher range of price, while rye shows a decline in the yield as compared with last year of 20,700,000 bushels and a very considerable decline in price. The estimated yield of white potatoes is 71,000,000 bushels less than the average for the five years, while of sweet potatoes the estimated yield is 93,000,000 bushels, or 17,000,000 less than last year, though nearly equal to the five year average.

NEW ENGLAND INTERESTS RUNNING RIVALRY IN BUYING SOUTHERN COTTON MILLS.

NEW ENGLAND capitalists and cotton mill owners seem to be running rivalry as to which shall buy the largest number of Southern cotton mills. During last week reports were made of the sale of the Pelzer mills on the basis of about \$9,000,000, the Tucapau mills, and three of the Victor Monaghan mills, in the aggregate representing an investment of about \$16,000,000 or \$17,000,000. The interests represented by Lockwood, Greene & Company were the heaviest buyers, securing the Pelzer mills and the Tucapau mills. Lockwood, Greene & Company are the engineers for the \$5,000,000 plant that is being built close to the Tucapau mills by the Pacific Mills Company, of Massachusetts.

In 1881, when the South was just emerging from the fearful conditions following the reconstruction period which had ended in 1876, Ellison A. Smythe, and the Pelzer family of Charleston, built the first Pelzer mills. Out of that initial investment has come the group of mills owned by the Pelzer Company which have been under the management of Mr. Smythe since the first mill was built. With rare managerial skill, he has handled these properties in a way to more than treble in selling price the capitalization. But, more than that, Mr. Smythe was one of the first of the great mill owners of the South to establish a model mill village, to build and sustain at the expense of the mill company an up-to-date school, maintained for nine months of the year when the state was then able to keep its schools open only four or five months and to lead in betterment work for his operatives. After forty-two years of successful mill management, with an influence for good which has dominated the entire mill interests of the South, Mr. Smythe has probably felt that he desired to retire from active mill management, but in his retirement the South loses from its cotton mill interests one of its greatest forces which has led in the upbuilding of this industry.

All of the mills which have recently been sold were built by Southern men and mainly with Southern money. They have been pre-eminently Southern enterprises. They have represented the managerial skill and the capital of Carolina. There is, therefore, a certain degree of sadness in seeing these mills pass from the control of Southern men, who know every phase of the Southern industry from beginning to end and how to manage Southern labor and how not to bring into the South any outside labor. The New England mill interests which are coming into the South will need to learn very quickly and very thoroughly that they cannot manage their Southern mills and Southern labor in the autocratic way which they manage mill labor in New England. More than twenty-five years ago, the late D. A. Tompkins, associated with Mr. Smythe in many matters for the development of the South, said to the writer:

"I am president of two cotton mills. I can go through my mills and know practically every man and woman in the mills. I stop for a moment here and there and have a chat with Mary and say good morning to John and they know that I know them and understand their work. On the other hand, in the New England mills which I have visited the managers and superintendents practically do not know any employees in the mills other than the head men and they walk through

their mills neither bowing to nor speaking to any man or woman in the spinning or weaving department! It will be impossible for these New England people ever to come into the South and undertake to manage Southern mill labor as they are managing their foreign mill labor in New England."

What Mr. Tompkins said at that time is still true and will forever remain true. The New England cotton mill people who are coming into the South are doing so largely to get away from the foreign mill labor with which New England has been cursed. In some cases they are also seeking to escape unwise legislation, but they have seen and felt the disadvantage of foreign labor in their New England mills and the superior character of mill operatives in the Southern mills.

Some years ago, the writer took a party of five New England cotton manufacturers through the cotton regions of the South. Out of that trip came five big mills by the men on that trip in which more than \$5,000,000 was invested and which now represent over \$10,000,000. One of the New England men in the party said to the writer: "I wish you would stop advocating the building of new mills in the South. There is cream in the industry at present and as we are going to build a Southern mill we want to get a part of the cream, but if you keep on advocating new mills the time will come when the industry will only have milk. We want to get as much cream as possible." In reply, the writer said: "I am not concerned about protecting your ability to get cream. I know that the manufacturer can generally take care of his own situation, but I am seeking the development of an industry which will create employment for the tens of thousands of people that are now idle. Every successful mill built in the South will add to the employment of the people and thus add to the general prosperity of the South."

There has been much cream in some years in Southern cotton mills. Sometimes they have passed through periods of skinned milk, but the industry has weathered many storms and always in the long run as a whole has been successful. One mill here and there dropped by the wayside as unprofitable, sometimes due to mismanagement, sometimes to unwise speculation in cotton, and sometimes to inefficiency on the part of the management and occasionally to adverse financial and industrial conditions throughout the country.

This great industry as a whole, however, representing an investment of about \$1,000,000,000, is pre-eminently a Southern industry. Capitalists and manufacturers of New England are heartily welcomed into this section and into this industry, but if they would meet with success they must remember that Southern mill labor is of an entirely different type from that of New England mill labor. It has a sturdiness and an independence which would not for one moment submit to the conditions imposed upon much mill labor in New England.

The success of these enormous investments which New England is now making will largely depend upon securing competent Southern superintendents and managers, providing the best accommodations for the operatives and recognizing that in dealing with these operatives they are dealing with the purest Anglo-Saxon blood in the world, which has a degree of independence that must be recognized in every respect. Some New England mill men have made a pre-eminent success in the South. We trust that these new investments will prove equally profitable and we heartily invite the men who are buying these mills to locate in the South, but we urge with all possible emphasis that they do not under any condition permit the foreign or union mill labor of New England to follow them into the South.

The Atlantic Coast Line Railroad transported 172,321 tons of watermelons during the 1922 season.

SOUTH'S WHEAT CROP GAINS.

ALTHOUGH the wheat production for the United States for 1923 is estimated on the basis of condition of August 1 at 69,000,000 bushels less than for the preceding year, there was an increase in the South of 17,800,000 bushels. North Carolina gained 1,100,000 bushels; South Carolina 600,000 bushels; Texas jumped from 9,900,000 bushels to 16,370,000 bushels; and Oklahoma gained 6,000,000 bushels.

The average yield per acre in the South ranged from 9½ bushels per acre in Georgia to 19½ bushels per acre in Maryland, the average for the whole South being 12.1 bushels as compared with the average for the entire country of 13.6 bushels.

The yield in Kansas was 9 bushels per acre, the lowest reported by the Government, and was ½ bushel per acre less than the average yield in Georgia, and over 3 bushels less than the average yield per acre for the entire South.

Nebraska, another great wheat growing state, had a yield of 10½ bushels, exactly the same as Texas, or nearly 2 bushels an acre less than the yield in Kentucky, 9 bushels per acre less than Maryland, and 3 bushels less than Virginia. The Carolinas had a larger average yield per acre than Nebraska and Kansas; while Mississippi, which is not known as a wheat state, producing only a very limited quantity, had an average yield of 4½ bushels higher than Nebraska and 6 bushels higher than Kansas. The yield in Kansas was abnormally low by reason of adverse weather conditions, but even the average yield for ten years in Kansas was but a fraction of a bushel over the yield in Virginia last year, and was only 1.7 bushels more than the average yield for the whole South last year.

The average yield of wheat in the United States running over a long period is about 14 to 15 bushels per acre or less, a very small yield as compared with the average in Europe. But in Europe the land is more heavily fertilized and more thoroughly cultivated than we have yet undertaken to do in this country.

The estimated yield of wheat for the Southern States in 1913 as compared with the yield in 1922 is as follows:

State	Total Production in Bushels		Average Yield per Acre in Bushels
	1922	1923	
Alabama	218,000	210,000	10.0
Arkansas	1,118,000	902,000	11.0
Georgia	1,520,000	1,976,000	9.5
Kentucky	7,475,000	7,688,000	12.4
Maryland	9,537,000	10,472,000	19.5
Mississippi	60,000	60,000	15.0
Missouri	38,818,000	39,988,000	13.0
North Carolina	5,508,000	6,633,000	11.0
Oklahoma	31,350,000	37,367,000	11.0
South Carolina	1,320,000	1,925,000	11.0
Tennessee	4,484,000	4,420,000	10.0
Texas	9,992,000	16,370,000	10.5
Virginia	10,375,000	11,313,000	13.5
West Virginia	2,760,000	3,042,000	13.0
	124,535,000	142,366,000	Av'ge 12.17

READY-MADE FARMS FOR MISSISSIPPI TO BE WIDELY ADVERTISED.

THE Mississippi Development Board, Hattiesburg, Miss., is at present spending no little time and money in work among large land owners to formulate a practical, definite and comparatively inexpensive plan for ready-made farms which in general essentials will be a standard. Co-operation on the part of the land owners, it is stated, assures positive success and already several of them have agreed to back the movement to the limit.

It is contemplated through the medium of an advertising campaign in the state, which the Board says will raise over \$100,000, to immediately thereafter launch a nation-wide campaign of advertising and publicity. This widespread action will set forth potently the vital facts pertaining to Mississippi to attract newcomers.

Industrial Depression and Labor Inefficiency in England in Contrast with American Conditions as Seen by English Authorities.

IT is very rarely that the MANUFACTURERS RECORD is in entire harmony with the views expressed by Samuel Gompers, but we are in harmony with the statement by him published in the New York Times in which he said:

"Labor in the United States is better paid than labor anywhere else in the world. It lives in better homes. It wears better clothes. It has more leisure. It enjoys better food. It has a wider margin of choice in determining how and where it shall live. It has more essential freedom. * * * What is of interest to everyone is the striking fact, attested by every competent authority, that American labor is the most skillful and productive labor in the world."

We are not, however, in harmony with Mr. Gompers' statement that American labor "has a better trade union movement with which to achieve more progress and improvement," unless Mr. Gompers accepts the proper interpretation of that statement as meaning that the Union labor movement in this country has less domination over business than Union labor in other countries, and that the Open Shop movement in America makes trade unionism less radical than it is in Europe. It is largely due to the fact that labor unions do not completely dominate the situation that we have better labor conditions in the United States than in Europe.

The freedom of the individual to work untrammeled by labor union regulations is the safeguard of American civilization.

In connection with Mr. Gompers' statements it is of interest to note a letter recently received from an English student of business conditions in that country and several clippings from English papers, pointing out the striking contrast between the labor situation in England and in the United States. Referring to some of these clippings, this gentleman writes us:

"Furthermore, all of these articles appeared today on the same page in our local paper. Surely, it is an illuminating fact that so much space is given in a single issue to the depressing industrial outlook. Of the four cuttings to which I am drawing your attention, three, you will observe, are general news items and consequently are appearing in all the papers throughout the country. It would be difficult to find a more striking illustration of the uncertainty and unrest in the field of British industry. * * * The output of the British worker, as compared with that of the American worker, has come to the front prominently and frequently in discussions during the past few years, and the portion I have marked in the enclosed editorial pretty well summarizes the general view. Of course, as an American and as editor of a splendid journal devoted to the interests of a land destined to command the future, you cannot help feeling flattered by the comparisons made in the editorial in question."

While the MANUFACTURERS RECORD rejoices that American labor is more productive per man than is English labor as at present controlled by labor unions, it bemoans the situation in Great Britain, because we regard the prosperity and progress of that nation as vital to the welfare of the world. But England has come under the almost complete domination of labor unions. It is Union labor that has forced the government to the miserable system of doles to the unemployed now amounting to about \$500,000,000 a year. These doles encourage thriftlessness. They destroy the self reliance and backbone of the working people. They intensify bitterness of all interests to the men who are in receipt of these doles for it is known that many of them are thoroughly unworthy and prefer their doles to honest pay for the sweat of their brow.

By this dole system England is pauperizing the thought of millions of its people. It is breaking down that sturdy manhood which has made England what it is and unless a better system is found England will inevitably decline in power and in manhood and in strength of character, for which its people have been noted.

The Citizen, of Gloucester, England, editorially discussing an address which had just been made said:

"In comparison with the American workman, the British workman produces only about one-third the output; earns only about one-third the wages; uses only about one-third the amount of mechanical power; and consequently provides a much smaller consuming market for industrial products.

"The first of these conclusions was arrived at by a comparison of the output of British and American workers in no less than twenty-six industries, ranging from the making of boots and shoes to the manufacture of railway vehicles. One comparison he made was particularly enlightening: that while in the United Kingdom the production of coal per miner was falling from 312 tons to 259 tons per year, at the same time it was rising from 400 tons to 681 tons per year in the United States. With the improvement of mechanical power in America, the coal output has steadily increased, so that the American miner now produces nearly three times the amount of the British miner.

"So in all these industries the output per man in America is practically three times as large as in Great Britain; and had Mr. McCurdy taken some other trades, such as steel and engineering, the difference in output would have been still more striking and less favorable to this country. How is it that the American workman is producing treble the amount of wealth which is being produced by the British workman? What is the effect of our under-production upon trade and unemployment? One answer can be returned to both these questions, and it is that the Americans have discovered a truth which is but little recognized by the workmen of this country: that increased production means increased purchasing power, for the workers themselves consume 90 per cent of the goods which they produce.

"It amounts to this: we must produce more wealth and we must consume more wealth. We have got to get rid of the false fear of over-production, which is doing so much to cripple British industry today. We have got to recognize that the more goods a man produces the greater is his power to purchase other goods.

"One of the chief reasons why the workers of this country are not producing what they could produce, why they are in many ways restricting output, is because they believe that by so doing they prevent unemployment; and unemployment is ever a great fear before their eyes. How can this fear be overcome? By some scheme of insurance which will make proper provision for those who, under the existing system, are bound to be, at certain times, unemployed. Only so will it be possible to remove the fear of unemployment paramount in the mind of the British working classes.

"Either the State or industry, or both State and industry, should assume responsibility for the worker when he is unemployed. Until this fear of unemployment is removed by a policy of real security for the British worker, the fallacy that restricted output prevents unemployment will influence the production of the industries of this country. An effective system of insurance against unemployment, therefore, may well be calculated to achieve more than its immediate object. Mr. McCurdy is confident that it would produce 'an immediate increase of efficiency' that would 'repay a hundredfold' the small cost which would be additional to our present system of unemployment insurance. It might render possible the bringing into industry of more machinery, increased output from industry, higher wages, which mean increased purchasing power, and consequently a great enlargement of home trade."

We think the Gloucester Citizen has taken a wrong view. We do not believe that to have an insurance against unemployment would have the desired effect. Unemployment is a problem which deserves the most careful study by business men and political economists, but we do not believe that insurance against unemployment would increase the

willingness of men to produce to the limit of their capacity. The safe thing to do is to educate men to realize the moral responsibility to produce to the fullest extent of their ability and that the man who does not give full value for the wages received by voluntarily lessening the output of his work is robbing his employer and robbing himself of the right to feel that he is an honest man and is going directly contrary to the only sure road to individual and national advancement. Some other way than insurance against unemployment must be found to give safety of employment to all faithful employees. But how can any employer ever insure himself against dullness or failure? The rights or benefits of employer and employee alike must be considered. If any system of protection or insurance could by any possibility guarantee continued success and profits to employers, they could easily and heartily guarantee employment to faithful and competent workers. But human wisdom has not yet found a way to guarantee success to all employers, competent or incompetent, nor to employes, some of whom are competent, but some of whom are lazy or incompetent, or lacking mental or physical qualities to justify insurance against unemployment.

In the same issue in which the editorial appeared, the Citizen published an extensive report of the Industrial Group of the House of Commons, addressed to the Prime Minister. It is pointed out that there is a menacing outlook for the coming winter, in view of the prevalence of unemployment and it is said that "It appears inevitable, unless drastic measures are taken immediately, that a fourth winter of unemployment, with not less than 1,500,000 unemployed, must occur with disastrous results on the morale of the British worker and irretrievable damage to his efficiency."

This report says, "Alarming indications of industrial unrest are everywhere apparent" and "there is the disruptive force of unemployment upon the funds and membership of trade unions, as illustrated by the case of the Amalgamated Engineering Union."

In order to meet this situation the Industrial Group of the House of Commons proposes that the government shall take active steps for the creation of work and it suggests the electrification of railways, the reconditioning of railways, the extension of tube railways and the adoption of a bill for the development of canals and inland waterways, the building of the proposed lower Thames tunnel, dock extension scheme and other activities to create employment. It suggests that "even if the adoption of these policies necessitates the payment by the government of interest for several years on the capital involved, the sum would be very small in comparison with the unemployment dole granted by the government, while failure to act would entail irreparable harm to the morale of the workers and be a grave menace to the social and economic stability of the country."

This is a rather depressing outline of the conditions prevailing in Great Britain, but there are many well informed British people who since the days of the Armistice have insisted that this would be the inevitable outcome of the financial methods adopted by British banks and the British government, unless a radical change in the financial management was brought about. These conditions merely fulfill the statements made over and over again by Mr. Arthur Kitson, a leading manufacturer of England and president of an organization formed for changing England's banking methods.

While England is thus laboring under this adverse situation, with from one and a half to two million people unemployed, paying out \$500,000,000 a year of unemployment dole, France is busy at work with every man, woman and child apparently actively employed and with a spirit of optimism prevailing in contrast to the spirit of pessimism

growing in England. France's financial system, in operation since Napoleon's day, has been responsible for carrying that country through many an adverse situation. It seems to be saving the whole French situation at the present time.

Perhaps England must reorganize its banking system in order to meet the changes which have come about in that country and throughout the world. Certainly, the situation in England is not a tribute to the practical control of the entire banking interests of England, which rests in half a dozen great banks with their thousands of branches throughout the country. Among the things which the United States must shun is the branch banking system of England and of Canada, for what is now seen in the whole industrial situation of Great Britain has inevitably, to a considerable extent, been created by unwise banking methods, including the concentration into five or six great banks of the entire financial interests of that country.

"BUSINESS CYCLE" HUMBUG.

IN times past the MANUFACTURERS RECORD has paid its respects to the fetish of the "cycle in business," one of the most absurd economic fallacies which has taken hold of the country.

In discussing the same subject Anglo-American Trade of London questions the accuracy of the cycle theory and says:

"In the Middle Ages pestilences recurred with more or less regularity and ravaged the countries of Europe. Doubtless the meditative theologian of those times, much as our orthodox political economists, worked out the cycles and erected them into a law. But when drainage was laid down, pestilences disappeared. It is possible that the economic cycles which work such devastation among modern nations may likewise yield to human ingenuity. When finance, with all its multiform bearings on credit and prices, is made into a science, it is possible that the economic law of trade-cycles may be found to be no law at all, but merely an expression of man's present ignorance and his helplessness in the face of the unknown."

"In the case of America, it is inconceivable that men will fail to come to grips with the new conditions created by the possibilities of enormously increased production, and deal with them imaginatively and intellectually. At present, the potential productivity of America is beyond calculation. The real basis on which her credit is founded—her plant, her skill, her power of production, her demand—is immeasurably increased by her recent prosperity. There is no question of inflation—for the production of goods keeps pace with the purchasing power of the people. Will her leaders slacken and hesitate because they lack the mental flexibility to adapt their theories to new facts?"

At the risk of being called an economic heterodox by all of the theorists and self-appointed advisers of the public who work out wonderful theories and charts as to the ups and downs of business, the MANUFACTURERS RECORD suggests that the cycle theory in business is, as the Anglo-American Trade states, on a par with the cycle idea in recurring pestilences of the Middle Ages.

GERMAN PROPAGANDA.

A PIECE of propaganda evidently of German origin is a picture of what is called "A Berlin Funeral," showing a father and mother taking the coffin of a little baby in their arms to the graveyard, and underneath it is the statement: "The agony of Germany is best pictured by showing that the middle class Berlin families are so poor that they must now carry the bodies of their babies to the cemeteries in their arms."

Strange to say, reputable American papers are, in the language of the day, "falling" for such stuff. It is propaganda, rotten to the extreme, and it is amazing that American papers have so little realization of that fact as not to throw this stuff into the waste basket where it belongs.

AN ANSWER TO A RAILROAD MAN'S QUESTION AS TO HOW TO DEVELOP THE SOUTH.

THE vice-president of a leading Southern railway company, writing in regard to the presentation made in the MANUFACTURERS RECORD of August 2 on the remarkable development of the early vegetable and fruit growing industry of the South for feeding the North and West, says:

"I have your letter of August 1, and have read with a great deal of interest indeed this week's issue of the MANUFACTURERS RECORD dealing with the remarkable development in the vegetable and fruit growing industry in the South."

"May I ask what you consider the best way and means for putting this information in the North and West?"

Our suggestion to this vice-president and to every other railroad official of the South would be to make a careful study of what California has done for many years, and what it is doing at the present time, and then to enter upon a campaign of broad publicity through all the leading farm papers of the North and West, through the leading magazines and many of the best newspapers of the country and in this publicity campaign match in expenditure and in intelligent handling of the subject California's work. And if we would understand what California is doing we can get a glimpse of it from an article by Mr. B. M. Rastall, manager of the Californians, Inc., which appears in a recent issue of "Florida." Mr. Rastall states that in less than five months since the campaign to advertise California was started by Californians, Inc., more than 100,000 people scattered all over the United States, Canada and Europe have written to that organization for information concerning the state. Up to April 12 the exact number of correspondents was 101,000.

Primarily the object of the company is to make known the resources and opportunities of certain sections of California, and to attract settlers to that territory; but broadly its object is to advertise all of California and, in the language of the day, "sell California" to the nation. Mr. Rastall writes:

"Our problem at the outset was to secure as large a list as possible of people interested in the idea of living and doing business in California. For that reason all our advertising carried coupons inviting people to write to us for information."

California, however, has not been dependent upon the advertising of that organization, for the railroads of California have spent millions on top of millions during the last 25 or 30 years to "sell" California to the country.

No sooner do the railroads cease to advertise California on an enormous scale—making all the advertising of all the railroads of the South seem beggarly by comparison—as a winter resort, than they begin a campaign for advertising California as a summer resort or for summer tourist travel. Every fact that can be made known about California, or its development, or its potentialities, is widely heralded over the country. The most glowing pictures of the attractions of California are printed in hundreds of daily papers day after day and year after year, as well as in leading magazines.

What these railroads have done puts to shame everything that any railroad in the South has ever done.

The combined advertising expenditures of all the railroads of the South from Maryland to Texas has been very much less than the amount of money expended by railroads for advertising California alone.

This advertising by the railroads has stimulated the business people and the commercial organizations of that state to the same kind of heavy advertising. For instance, last year the raisin growers voted \$2,500,000 for an advertising campaign about California raisins, and that is only typical of what other organizations are doing. One can scarcely pick up a paper anywhere in which one does not see something about California, or read in its advertising columns

splendidly worded advertisements, big enough to command the attention of every reader.

On the other hand, let us be perfectly frank and say that all the railroads of the South have been for the last 25 years niggardly, penitiously niggardly, in the spending of money to advertise this section. They are not doing as much relatively as the poorer railroads of the South did 25 to 30 and 40 years ago. The work of the old Richmond & Danville road, or the West Point Terminal as it came to be known; and the work of the Plant System in Florida, were relatively far and away in advertising beyond anything that the successors to those lines have done for making known the resources and attractions of the South.

There is no such spirit among the men who own the railroads of the South in advertising this section as has been shown on the part of the men who own the railroads of the Pacific Coast.

We are not blaming the officials of Southern railroads so much as we are blaming the people who dominate these roads. Suppose, for instance, the dominating owner of the Atlantic Coast Line and the Louisville & Nashville said to the officials of those roads, "You can spend a million dollars a year in publicity work, or any other amount justified by the resources of the South, and I will back you to the limit." Suppose the financial interests that control the Southern Railway said to its officials, "You control a territory, an empire in extent, and greater in its resources than any other equal empire on earth, and whose development is absolutely without limit. If its advantages are made as widely known as they should be. Spend two million dollars a year in publicity work. We will back you not for one year only, but for five years, and let you prove what can be done through this kind of publicity in developing that mighty empire for which this road is the trustee."

Are these figures too big?

They are beggarly small. Contrast them with the expenditure by the Raisin Growers Association of California, of two and a half million dollars for one year's advertising, to make people eat raisins.

Contrast them with the expenditure on dozens of proprietary articles simply to create a market for some one particular line of goods, and you will put to shame every railroad in the South, and this very fact ought to make the dominant owners of these railroads blush for shame that they have done so little for the section which they dominate. They are trustees for that section, and for the country, and for the world; and unless they look with a broader vision and a more open pocket-book than they have ever yet done they will be false to the trusteeship which they hold.

We are not at all unmindful of the difficulties under which the railroads have labored. Most of these difficulties were created by their own shortcomings and mistakes. The public is now ready to stand by the railroads to the extent that the railroads stand by the public. As the railroads brought on the hostility which broke them down, they must now prove that they are worthy of the friendship which they are seeking.

It is true today as when first written that "there is a withholding which tendeth to poverty." The inspired writer who penned those words spoke the truth for all the ages. There has been a withholding of that kind of work which every railroad in the South should have done.

When Harriman bought the Central of Georgia he told the legislature of that state that if they would let him alone he would show them what a real railroad is. Southern railroads are beginning to show what real railroads are. They are beginning double tracking and the use of heavy rails. But they could double and quadruple their business if they were boldly to adapt to their own good and to the creation of boundless sentiment in their favor, and to the development of great wealth throughout the South for the enrichment of

this section and of the nation, the methods of the California roads in spending money to make prosperity.

Let it be said that the MANUFACTURERS RECORD in advocating this policy is doing so not from any mere selfish point of view. The expenditure which it is advocating is an expenditure to reach the public of the entire country in whatever way this can be best accomplished through the great national papers of the land, the best farm journals in the country, the daily papers, and all other influences which can turn the thought of the country southward.

For every negro migrating from the South to the North and West half a dozen white people could be brought into the South if the railroads were alive to the situation to the extent they should be, and were prepared to spend the money that ought to be spent, not spasmodically, not for one year only, but on a long and definite campaign planned for years ahead.

What will Mr. Henry Walters the dominant owner of the Atlantic Coast Line, and through that ownership the dominant owner of the Louisville & Nashville; what will the banking interests of New York that control the South Railway, and the other owners of other Southern railroads, say to these facts—for facts they are, and no man can deny their truth? These roads can go on pottering along, worrying themselves about negro migration, spending a few dollars here and there, and wondering why they do not get full results; or they can by a big, broad, bold effort accomplish in five years what under present methods it would take 20 to 25 years to bring about.

Are the owners of Southern railroads big enough and broad enough, and with a profound sense of their stewardship, ready to meet the issue?

While the railroad owners of the South ought to feel utterly ashamed of how little they have done for the right kind of publicity work in behalf of this section and thus for their own properties, much should be done by individual communities and state development organizations of all kinds should advertise aggressively, and individual communities ought to do the same.

Californians, Inc., which is advertising so freely, is simply an organization of San Francisco business men who are putting up money to advertise the whole state. There ought to be some scheme in every Southern state by which funds would be provided to the Commissioner of Agriculture, or to some other department of State Government, for a large amount of money for state advertising. Many towns and cities are doing remarkably well considering their wealth and their population. For instance, St. Petersburg, Fla., is proposing to spend \$72,000 during the coming season on publicity work, \$30,000 of which is to be spent in Northern newspapers and magazines. Contrast this \$30,000 by one moderate sized town in Florida for Northern advertising with what the railroads are doing in the same kind of work, when measured by the difference in their wealth and obligations. Other Florida towns are also liberal advertisers, and the MANUFACTURERS RECORD invites from all of them a statement as to the amount of money which they propose to spend in publicity work during the next twelve months.

Without waiting, therefore, for the railroads, Southern communities and states and state organizations should be actively and aggressively at work spending money in order to gain profit. He would be a fool indeed who expected to reap an annual harvest without any planting of the seed, or cultivation of the ground. He would also be a fool who, having a fertile piece of ground, farmed it in a slipshod way, planted only one-tenth of the seed which it could be made to fructify into a harvest, and then sat down waiting for wealth. He would wait in vain. But many Southern communities, and to a large extent Southern railroads and some Southern business organizations, with the most fertile soil

on earth for the production of wealth, fold their hands or plow but a little corner of the ground and scratch that with a wooden plow, and drop a few seed here and there, and then wonder why the whole South does not rush forward in material development to surpass any other part of the country.

Wake up, railroad owners of the South! Wake up, railroad officials and demand of the owners that they shall spend money in proportion to the South's resources! Wake up, towns and cities and states, and have faith enough in yourselves to spend freely that you may reap even more freely.

If ye sow niggardly, ye shall reap niggardly. If ye sow bounteously, ye shall reap bounteously.

TEXTILE MACHINERY MANUFACTURE MUST CENTER IN THE SOUTH.

LONG prior to the Civil War, the production of pig iron and finished iron products had made very considerable progress in Virginia, the Carolinas and Georgia, Alabama and Tennessee. Many of the employes in these industries demonstrated great skill in mechanical lines just as the operatives in the cotton mills have proven their ability to produce the finest qualities of goods.

The late D. A. Tompkins, of Charlotte, who in addition to being the president of several cotton mills had a large machine shop in which he manufactured some lines of textile machinery, often stated that he found that the men in his employ had inherited a remarkable facility for the production of the finest line of machinery and he constantly expressed the thought even twenty-five or thirty years ago that the textile making machinery business of this country would ultimately, inevitably center in the South. Here where the cotton is grown and where cotton manufacturing is increasing more rapidly than anywhere else in the world, is the natural site for building textile machinery.

New England, the center of this industry now imports its coal from the South, its iron and steel either from the South or from Pennsylvania and ships the finished machinery back to the South. Indeed the Alabama Power Company in a recent statement makes the claim, which we believe is correct, that three-quarters of the textile machinery now being distributed in the markets of the world is being sold in the Southern States. New England textile interests frankly admit that there is not likely to be any material increase in this industry in their section, therefore, New England will probably never again be a heavy buyer of textile machinery. On the other hand the South will increase its textile machinery, buying very heavily from year to year. Even to take care of the renewal of existing machinery and the additions to old plants would in itself involve a heavy purchase of new machinery but with the constant building of mills in the Central South and now extending out to Texas and Arkansas, the time is near at hand when textile machinery people who are wise will get in on the ground floor by building plants in the South. This may mean the erection of entirely new plants equipped with the most modern machinery, or it may mean the practical transfer of existing New England plants to central points in the South.

It is difficult to imagine any more illogical condition than that of the textile machinery people of New England who, buying all of their raw materials elsewhere, are selling their product back to the South, whereas in the South they may buy all the raw material that is needed to much better advantage and with native labor able to develop the highest skill that artisans can attain and with an unsurpassed climatic condition, these machinery manufacturers have even more reason for locating their plants in the South than have the cotton mill people.

The economic trend of the time is forcing, and no power

can withstand this movement, industrial development at points where the raw material can be had for manufacturing and a market found for the finished product. The South offers that opportunity to textile machinery interests to an extent that can never be matched elsewhere in the United States. New England textile machinery people, wise in their day and generation as they have been in the past, must very soon turn their attention to the building of textile machinery plants in the South. The concerns which do not make this move are likely to get left in the long run in the matter of business development.

"TO STIR THE PRIDE OF EVERY RED BLOODED AMERICAN."

A NUMBER of Eastern bankers recently made a tour of North Carolina, studying its agricultural, manufacturing and other interests. Among these financiers was W. T. Reed, of Dillon, Reed & Company, of Boston, who on returning home wrote enthusiastically about what he had seen and learned in North Carolina. He praised the state for its small foreign born population, less than one-seventh of one per cent. He praised it for its high birth rate and for its large percentage of white population as compared with the negro population; for its schools and its colleges; for its university and its churches and its roads and for its low tax rate, as compared with New England states. In the course of his letter Mr. Reed said:

"I went to North Carolina wholly unprepared for what we saw. We had the instinctive feeling, which most Northerners have regarding the lack of stability and dependability of things Southern. What we saw was a revelation to us and we have returned thankful for the opportunity which we had and full of enthusiasm for the State of North Carolina. It is not going too far to say that some of the things which we saw brought a lump into our throats for the work which is being done by North Carolinians is enough to stir the pride of any red-blooded American. We went South, then, with many prejudices and some doubts and we came back absolutely sold."

Some twenty-five or thirty years ago, when the railroads of the South were doing a larger work in attracting attention to this section than they have ever done since and when they had the privilege of inviting Eastern people into the South as their guests—forbidden now by the anti-pass laws—they brought to this section train load after train load at different times of the foremost men of New York, New England and other states.

To the work of these investigating trips is due much of the progress of the South of today, for which the foundation was laid twenty-five or thirty years ago. Today the railroads are denied the privilege of taking people on free excursions, it matters not how valuable to the roads and to the South would be the outcome of these trips, but regardless of that situation the value of having Eastern and Western people investigate the South is so great that the railroads of this section, co-operating with leading business men, could well afford to arrange to take through the South from time to time many of the foremost bankers and general business men of other sections.

Imagine the influence that it would have upon Southern development and a better understanding of the South if two hundred and seventy of the leading cotton mill men of New England should be taken through the cotton mill regions of this section, as was done some years ago when, at the suggestion and through the work of the MANUFACTURERS RECORD, the New England Cotton Manufacturers' Association held one of its annual meetings in Atlanta. Imagine what would be the effect if one hundred or more of the leading bankers of New England, New York, Pennsylvania and the Western states were given an opportunity to study in person the progress which the South is making under auspices

which would enable them to see as Mr. Reed saw North Carolina.

These people would return with a new realization of the marvels wrought by the South. They would see an almost unbroken line of cotton mills in the Carolinas; they would see the superb office buildings that are being put up in all parts of the South; they would see the industrial activity which is now carrying the South forward with giant strides; they would see the splendid school buildings and the magnificent churches, which are to be found in nearly every town of any importance in the South; they would see the energy and activity with which Southern people are carrying on the development of this section. And they would go home filled with an enthusiasm for the South which can never be created except by a personal study of the South. Hundreds of these Eastern and Western men of affairs would, in the language of old, say that "the half has never been told" and they would go back with an enthusiasm matching that of Mr. Reed, who said that the work of North Carolina "is enough to stir the pride of any red-blooded American." They would go, like he went, skeptical and doubting; they would go back, as he went back, in the language of today, "absolutely sold on the South."

In this situation is a great opportunity to men like Warfield, of the Seaboard Air Line, Fairfax Harrison, of the Southern Railroad, Winburn, of the Central of Georgia, Markham, of the Illinois Central, and other railroad officials and business men generally.

Florida's wonderful development has largely come about through the impressions made upon tourists who go to that state seeking its climatic advantages. These tourists have become the greatest investors in the development of the state. Mr. Flagler went to Florida as a tourist. Before he died he had put about seventy-five million dollars of his own money into the development of the state. Plant went to Florida as a tourist and almost matched Flagler in the work which he did for that state. Stetson went to Florida as a tourist and the Stetson University of Deland is one illustration of the value of his work. Ingraham, of the East Coast Railroad, who for nearly half a century has been such a factor in the progress of this state, went there as a young man seeking opportunities for making a living. And so we might run down the roll of hundreds and perhaps of thousands of men who have become dominating factors in the progress of Florida, who went into the state as tourists or investigators. Hundreds of millions of dollars have followed their work. Other Southern states, if the railroads and business people generally were thoroughly alive to the situation, could secure equally as great results by bringing into every part of the South from time to time for investigation of its resources and opportunities, men of affairs who guide the investments of millions of people and men who are always on the lookout for money-making chances.

In addition to inviting these investors and men of affairs, arrangements should be made at times to invite a large group of the leading newspaper men of the North and West to make a trip at the expense of the railroads or of the people of the South to study this section in order that they may see for themselves exactly what is being done and thus, by the better understanding of the South, help to bring about the breaking down of all sectional feeling and build up the spirit of nationalism. Great things of this kind were done thirty years ago, freely and often, but then came an interregnum when all of this work ceased. It must be taken up again aggressively and persistently if the South is to become as widely and as favorably known to the other sections as it should be, not only for its own good, but for the good of the entire country.

In writing of the effect of the recent visit of these Eastern

bankers to North Carolina, J. E. Pegram, of the North Carolina Joint Stock Land Bank of Durham, says:

"The article of Mr. Reed's is from the standpoint of a Boston banker. He, with a group of eight other bankers, two from Boston, two from New York, one from Pittsburgh and one from Chicago, came down at the invitation of the North Carolina Joint Stock Land Bank, and spent several days looking over the industrial and agricultural sections of North Carolina with a view of seeing what progress had been made for the purpose of enlightening their investors in Joint Stock Land Bank and other municipal bonds. They were delighted with what they saw, and have gone back enthusiastically advocating investments in the South. They were greatly pleased with the manufactures of North Carolina, and were astounded at the amount produced, especially in the lines of tobacco, cotton and furniture.

"The Governor had the party of eight with the Joint Stock Land Bank officials down to dinner at the Governor's Mansion, and there told them about the wonderful development of the state, after which we went out and inspected for a period of practically a week the factories and farms of the state.

"They have gone back and through their write-ups they are in touch with all the leading banks in the country, and they have been sending out literature and their favorite expressions, which will be of much benefit.

"I want to thank you for your Blue Book, of which I have bought twenty copies, and personally distributed to some of our leading bankers in the North and West, which they appreciate very much. Your August 2 MANUFACTURERS RECORD is fine, and I am sending copies to lots of my friends with marked pages, which refer to North Carolina."

After returning home, one of these bankers wrote Mr. Pegram as follows:

"Perhaps the reason why what I wrote has appealed to your people and the Governor is because it must have been plain that I was saying exactly what I felt and not making remarks merely for effect.

"As I told you personally, I have never been so affected by anything that I have seen as I was by what we saw on our very broad tour. It was great to see such a development in America, and was like a breeze of fresh air after our experience here with the most blatant type of Irish and to a less degree a large undigested population of other nationalities."

Mr. Pegram and his associates were wise in inviting these Eastern bankers to the South and Governor Morrison was equally wise in giving them a dinner and describing the development of North Carolina.

One of the reasons why these Eastern bankers were so tremendously impressed with North Carolina is that during the greater part of the last twenty-five years North Carolina governors have concentrated their full energies upon the material and educational advancement of the state. Governor Morrison is following a long succession of governors who, in the main, with a broad vision of what could be achieved, untiringly in every way possible, at home and abroad, told the story of North Carolina's resources and attractions. Many other Southern states have been unfortunately cursed with governors who were more interested in rotten politics and in their own political advancement than in the material welfare of their states.

The gubernatorial office of North Carolina has in the broadest and best sense been an office for the promotion of the education and business interests of North Carolina.

The gubernatorial office in many other Southern states has often been used merely for the purpose of promoting the political activity of picayunish politicians and their states are today suffering as a result.

With all of its superb advantages, North Carolina is fully matched in natural resources, in climate, in soil, in minerals and in timbers, by many other states in the South, but North Carolina leads some of these states by a thousand miles, because it has had public men consecrated to the welfare of

the state rather than to dirty politics and to their own advancement.

When every state in the South will put into the gubernatorial office such men as some of North Carolina's governors have been, and as Governor Morrison is, they will be awoken to their limitless possibilities.

"A FUNNY WORLD."

A WELL informed business man of wide international connections sends to the MANUFACTURERS RECORD a clipping referring to an announcement issued by the Institute of Economics. This clipping is as follows:

"That 'Germany can pay nothing now' is the conclusion reached by the Institute of Economics, which is endowed by the Carnegie Foundation, and which has just made an exhaustive study of Germany's economic conditions. Prominent members of the Board of the Institute are David S. Houston, former Secretary of the Treasury; Dr. Arthur T. Hadley, ex-president of Yale; Dr. A. Lawrence Lowell, president of Harvard University; John Barton Payne, head of the American Red Cross."

Our business friend writes, "You may take it for granted the conclusions are incorrect."

We do not know how anyone of intelligence could take any other position, considering the dismal dreary failures of Mr. Houston, former Secretary of the Treasury, and the names of some of the other theorists connected with this so-called Institute of Economics. One of the curses resting upon this country are these various "foundations" established by men of vast wealth who have gathered together a few men, generally incompetents and theorists as to business, who think they are competent to pass on all questions, human and divine; they are people who know it all but their knowing is rarely in harmony with good common sense.

Our friend in writing on the subject says that the advice given by former Secretary Houston and others in calmly informing the world that "Germany can pay nothing," is indeed remarkable and he adds, "Here is a nation that has repudiated every cent of its internal indebtedness, private and public, and which, if it paid the entire sum claimed by France, would still probably not be committed to so burdensome an obligation as the United States or any of the other major Allies had to assume on account of the War. It has its industrial equipment in finer shape than ever before in its history, and, with the millions it has stolen through fraudulent manipulation of the mark, has brought its domestic estate into an incomparable position of preparedness. Yet we are calmly told by Mr. Houston and others that a nation in such condition can pay nothing. It is a funny world."

It is indeed as our friend says "a funny world" and the "funny" part of it is that these theorists are sometimes taken as seriously by the world as they take themselves.

OIL IN FLORIDA?

THE St. Petersburg Fla., Times announces that the oil well drilled at Oldsmar by Mr. R. E. Olds, who established the town of Oldsmar, and Mr. W. H. Hill, oil promoter, has been abandoned. It is claimed that \$100,000 was spent on the experiment and that while oil was struck it was not found in commercial quantities.

Last winter we published a statement from Mr. Kirby Thomas, a well known mining engineer of New York, to the effect that the striking of oil at the Oldsmar well would result in the boring of a number of wells in Florida by California interests. We presume that California people, and Mr. Thomas was writing from San Francisco, have not carried their reported undertaking any farther.

WHY TEXAS AND OTHER SOUTHERN STATES SHOULD DEVELOP INDUSTRIAL INTERESTS.

THE Houston (Texas) Post, in an editorial discussing the opportunity and the necessity for industrial development in that state, says:

"This record of what the other Southern States are doing in developing manufactures ought to jar Texans out of the rut of merely furnishing raw materials to the world. Texas has been proud of her distinction as the great source of the raw products that enter into the necessities of life, but no longer should Texas be classed with the vast undeveloped countries of South America in this respect."

The Post is entirely correct in saying that there is great opportunity in Texas for development; and yet the development already made is perhaps greater than the Post gives the state credit for. The refining of oil in Texas has become a vast industry. This is the utilization in that state of one of its greatest raw materials. But still it is entirely true that Texas in general has scarcely begun its industrial development as compared with what it should do.

Texas is raising now about three and a half to four million bales of cotton a year, or one-sixth of the world's annual cotton crop. It is shipping to domestic and foreign ports a vast amount of sulphur, and in this respect in connection with Louisiana's sulphur interests, practically dominates the sulphur interests of the world. It has an enormous amount of timber covering a wide range, and yet Texas has commenced to bring lumber from the Pacific Coast, and a Texas railroad man has actually boasted of bringing Pacific Coast lumber into that state to compete with Texas lumber—an entirely false point of view as we judge the situation.

Texas has great coal deposits and still greater lignite beds. It has granite probably rivaling in quantity any granite region in the world and much of it of marvelous beauty. It has marbles and iron ores and many other things which will in time become the foundation for great industrial progress.

No section can ever become permanently prosperous by shipping away its raw material instead of turning that raw material into the finished product. In any country, however, such as Texas, agriculture is the first foundation stone laid. Later on other industries grow up gradually, and as they succeed, the spirit of the region becomes more and more industrially inclined.

Texas should aggressively work for industrial development. It should emphasize over and over again to its own people and the people of the world at large that its oil, and gas, and its coal and its lignites furnish almost limitless fuel for industrial purposes. It should reiterate again and again, and never cease to reiterate that with cotton as a raw material, with oil and gas as fuel, with an increasing labor supply, there is a real, safe foundation for well-managed and fully capitalized cotton mill enterprises. Great care should be exercised that these mills should not be built on a speculative basis merely for the purpose of booming some town, nor should their management be in the hands of unskilled men. A cotton mill needs the highest managerial ability to be found, and in the development of its cotton mills Texas people should always have this in mind.

It would be well for the Houston Post and other papers constantly to point out to their people that industrial development is essential to the highest prosperity of the farm interests. If one will travel through Central Pennsylvania he will find one of the most prosperous farm regions on earth. But at the same time he will be in the midst of industrial towns and cities which furnish a ready market for practically everything which the farmers of the surrounding country can produce.

Stopping some time ago in a beautiful peach orchard in

central Pennsylvania the manager was asked a few questions in regard to his crop. His yield was about 10,000 baskets of the finest peaches the writer had ever seen, and some questions was raised as to where he shipped the peaches. "I never ship a basket," said he. "I pick and sort them by this automatic machinery and put them in baskets, and the buyers from the surrounding towns are here in large numbers every day eagerly taking every basket that I can produce."

That is only one illustration of how the industrial towns of that state have taken the fruit from the country around: the same is true of the milk and butter and the eggs and the chickens; and never have we seen so many chicken farms anywhere else in all the travels the writer has made. The prosperous industrial towns practically all the way from Philadelphia to Pittsburgh, furnish an almost limitless market not only for farm products of every kind produced in the state, but they send to Baltimore and elsewhere and in the aggregate buy many millions of dollars worth of vegetables and fruits produced in Maryland and Virginia and in some of the other Southern states.

Farm prosperity is always dependent for its best interests upon industrial prosperity.

The wheat growers of the West would not be suffering as they are today if industrial interests filled all their towns and cities with highly paid laborers eager to buy every line of diversified products the farmer can raise. The West has been criticized for concentrating on wheat, just as the South has been criticized for concentrating so much of its attention upon cotton; but when there are no industrial towns and cities ready to buy diversified farm products the farmer is almost compelled to concentrate on some one or two crops which can always be shipped, and for which there is always a market even if at unprofitable prices.

Let us develop to the utmost extent in Texas and throughout the South the industrial interests of this section, and then we will inevitably create a market for diversified farm products which will enrich the farmers as they can be enriched in no other way.

THE SOUTH SHOULD LEARN TO KNOW ITSELF BETTER.

Bartow Chamber of Commerce.

Bartow, Fla., Aug. 4.

Editor Manufacturers Record:

The thinking people of the nation, but particularly of those states embraced in what is popularly referred to as "The South," owe the MANUFACTURERS RECORD a vote of thanks for the symposium published in its issue of August 2 under the caption, "The Nation Dependent Upon the South for Food."

It was an admirable summing up of the situation, in language which could not be misunderstood, and should do much to awaken the people of the section under discussion to a realizing sense of the potentialities of the states in which they live, and to the necessity of capitalizing the good work being done for the South by the MANUFACTURERS RECORD, by following up the publicity.

The writer is becoming imbued with the idea that one of the troubles with Florida and with other states of the South is that we do not appreciate our possibilities and have only vague ideas of what we really have until the facts are marshalled and spread before us by the MANUFACTURERS RECORD or kindred publications.

But that is it may, we of Polk County, Florida, want you to know that we are grateful for what you have done and are doing for the county and the state through the medium of your great publication.

GEORGE H. CLEMENTS, Secretary.

Mr. Clements is right.

The South does not by one-half appreciate itself, its past, its present or its future. If it did rightly understand itself, the South would develop twice as rapidly as it is doing.

A GERMAN'S VIEW OF THE ROTTENNESS OF GERMANY'S BIG INDUSTRIAL AND BANKING INTERESTS.

VICTOR J. BLOCK, a German, writing from Germany to the MANUFACTURERS RECORD speaks in very bitter terms about the big industrial interests and the bankers of his own country. What he says is in keeping with all the true information that comes out of Germany. It serves to indicate the rottenness of the big business and financial interests that have robbed the people of Germany, and who are at the same time trying to rob the world. In his letter to the MANUFACTURERS RECORD, Mr. Block says:

"The big industrials of Germany have shifted all their money into foreign countries and they actually reign and govern Germany. I could send to you a speech by the German Wirtschaftsminister, Mr. Becker; his speech was printed yesterday, July 17, in the Frankfurter Zeitung and he had said that this money shifting was very beneficial for Germany. The cat is out of the bag now. This printed statement is known to the public at large. Late it came, but the Zentrums party declared itself against this method and that is how it leaked out.

"In order to combine this affair with the so-called Postueberwachungsstellen, mail-guarding places, it is necessary that you know that the Banks in Germany possess a great deal of liberty and much more than in the United States. **Their purpose is, since 1918, to cheat all the world out of their good money, and make the German money bad.** One of the greatest hoaxes ever played with a whole people. By this method they have cheapened the labor and the brainwork and you would not believe it but it is absolutely true, they are paying a first-class worker, only fifty cents a day. A manager of a big daily newspaper receives about \$15.00 a month.

"They don't know what a radiophone is. No one ever saw one in this country though the government builds lots of them for export.

"Such things as barber chairs, as we have them in the States, are unknown here. A shoeshiner and shoe repairing shop, as any old Italian runs them in New York City, is unknown here. A tailorshop, where a man can have his coat and suit pressed with steam presser, is unknown here. By looking over your fine magazine of May 31 and studying the advertisements I became surprised and only then noticed the great headway the United States has taken. Bathtubs and hot and cold water in the apartments and all such things are unknown here. Talking machines are of the poorest make and tune. The railroads are kept back, all by purpose and the whole country is managed rottenly and all the progress and culture is kept back in order to play a well laid out scheme.

"You ought to see the rich people here. The war profiteers, the 'sheebers' and all the people making money like the dickens. In the United States they would be arrested immediately. The government is doing nothing to curb all this, because it fits into their plan, not to appear rich, or wealthy, or to be able to show balance sheets. The banks have cheated me out of lots of money. 'Steal the foreigners money' is the first principle they have. They are guilty of the ruin of the whole bankruptcy cases in the United States. I believe the mail-robbery is being done upon instigation of the government.

"I wish to be back in the United States. The poorest street cleaner leads a better life, and honest work gets a better pay always yet in the States."

In another letter Mr. Block says:

"That loss of over \$6,000,000,000 suffered by United States people during the last four years culminated in the bankruptcy of Zimmerman & Forshay, New York City bankers, and the German bankers over here pocketed all this. It is the most shameful farce in history, that just those people, who had some faith left for Germany, got stuck and lost all their money, like myself and many others.

"Therefore, I say, keep away from Germany and not put a cent in German investments. It all gets lost. Do you know the book, 'Our Money Wars,' by D. Scavitt? Well, that book throws a good light and understanding upon the crooked methods of the German high finance.

"Well, please help me to get away from here. I don't like it any more, want to be an American and live there."

PROGRESS AND PROSPERITY IN A REGION ONCE CONSIDERED HOPELESS.

A RECENT peach fair at Hamlet, N. C., which attracted people from all parts of the state, gave the opportunity to the Sand Hill section, of which Southern Pines and Hamlet are the leading centers, of showing the remarkable progress that has been made in fruit growing. Last year there were shipped out of Hamlet 1250 cars of peaches, the estimated value being \$2,000,000. It is reported that this year the shipment from that district will run as high as 3500 cars. Sand Hill peaches now being sold in Baltimore show an exceptionally high quality of fruit in size, color and flavor.

The great development of the Sand Hill region, stretching through Southern Pines, and Aberdeen to Hamlet and the surrounding territory, has been brought about by Southern men, such for instance as the Page family, of which the late ambassador to the court of St. James, Walter H. Page, was an honored member, and by the enthusiastic work of Northern men settled there. Much of that territory was once covered with virgin pine and the Page family cut the timber from about forty or fifty thousand acres.

In those days it was supposed that the land was good for nothing after the timber was cut and it could then be bought at anywhere from fifteen cents to a dollar an acre. With the coming into Pinehurst and Southern Pines of some strong outside people with capital there followed a co-operative development work between the natives and the outsiders which has resulted in the remarkable change which has taken place in that district. Last year over 500,000 peach trees were set out and a letter in the Charlotte Observer reports that there are 4,400,000 acres in the sand hill belt in which peach growing and other fruit interests are rapidly developing.

The people of this section have guarded against the danger of a one industry situation and have planted hundreds of acres in tobacco, producing a fine grade of bright leaf and are developing other lines of fruit growing besides peaches, such fruits as dewberries, grapes, plums and strawberries. During the last week in July, the third annual Sand Hill show was held at Hamlet, attended by thousands of people from the Carolinas and the neighboring states, giving to visitors the opportunity of seeing what marvels have been wrought in the region once thought to be hopelessly barren and valueless for all time to come.

AN ANTIDOTE FOR RADICAL POISON.

THE Excelsior Red Ash Coal Company of Raven, Va. pays a high tribute to the work of this paper in trying to proclaim the principles of Americanism. In the course of a letter bearing on other subjects, the Excelsior Company says:

"The MANUFACTURERS RECORD is a paper that should be read every week by every business man of the entire South and should be made a part of the course of every high school, because it would teach our children the principles of pure Americanism and respect for the Constitution and flag of our country. The jingoes and radicals of this country take advantage of every opportunity to add to their ranks by spreading propaganda and many unthinking and uninformed people fall for it. The MANUFACTURERS RECORD is one of the best antidotes for this poison stuff that we know of."

Investigation of Smackover Oil Field.

Arrangements have been made between the Bureau of Mines, and the Arkansas State Bureau of Mines, for issuing a preliminary report on drilling and water conditions in the eastern portion of the Smackover oil field. It will cover the heavy oil, the gas dome and the Norphlet areas. A general bulletin on engineering conditions in the Smackover field will be issued later. The contouring and determination of several edge waters and bottom water have been completed by the Bureau of Mines. Operators in this field are co-operating in the work.

The Pulpwood Situation in Canada.

THE FIGHT TO EMBARGO SHIPMENTS AND ITS RELATION TO AMERICAN LUMBER AND PAPER INTERESTS.

By PETER VISCHER.

Montreal, Quebec, Aug. 11.

The Canadian Parliament, thoroughly alarmed at the incredible devastation of the Dominion's "inexhaustible" timber supply during the past few years, at its last session passed an act enabling the Government at its discretion to regulate or even entirely suppress the exportation of unmanufactured pulpwood.

This embargo, of such vital importance to American industry and American capital, was authorized only after agitation that swept Canada's five woodland provinces. And yet, despite this agitation, at the present time it seems doubtful if the embargo is ever put in force.

Certainly, nothing will be done until a Royal Commission authorized to investigate the entire pulpwood situation makes its report. That will be some weeks, probably months, hence. In the meantime Canada is as wrought up over the crisis as is the United States.

The first question that naturally arises is how did Canada suddenly come to consider an embargo? Canada has been making paper for more than a hundred years. For fifteen years and more both the United States and Canada have realized that pulpwood resources are fast diminishing. Why suddenly the embargo?

The answer is found in the fact that a tremendous amount of wood is being cut annually, as much is being destroyed by bud-worms and beetles and borers, and so much more is being destroyed by fires that no Government official has dared make the losses public. Furthermore, there is little or no reforestation going on.

Canada is admittedly facing a crisis. Its idealists—its foresters, its economists, its nationalists, led, curiously enough by a retired millionaire lumberman, Frank J. D. Barnjum—say that the only solution is the embargo. Its commercial men, who make their living by cutting timber, are naturally enough inclined to the feeling that business must continue, that there must be another solution to the problem.

The opponents of the embargo are not weak by any means. Furthermore, the Government is not committed to an embargo. It is as well considering such plans as an export duty on wood with the proceeds devoted to the protection and renewal of forests.

But both proponents and opponents of the embargo admit that some solution of the problem must be found. In 1908, when records were first kept, Canada consumed 482,777 cords of pulpwood. In 1920, the total had risen to 2,777,422 cords, almost six times as much. This year, cutting is going on at the rate of 5,000,000 cords.

Add to this the annual loss from insects and fires and it is easy to see why the situation is alarming. Paper experts admit that the borer destroys as much as is cut and that fires destroy "more." That's all they will admit; fire destroys "more."

One forester, on my promise not to quote him, admitted to me that the loss from forest fires is twenty-six times as great as the annual cutting! The exact figures can never be gathered; certainly, they will never be published.

Never have the forest fires in Canada been worse than this year. So terrible have they been that fires in a single district in Quebec this season are estimated to have destroyed in a few weeks green timber having a potential value of from \$8,000,000 to \$10,000,000, sufficient to have provided a ten years' supply for the pulp mills dependent upon them.

Ontario saw a lesson in that huge loss and turned in desperation to aerial observation to help them save their forest resources. Ontario has this year taken over all the time of the Laurentide Air Service, the biggest aeronautical commercial organisation in the Dominion. With its fleet of more than a dozen seaplanes, operating from various lake bases throughout the province, the Laurentide Air Service has been able to direct prompt fire-fighting from James Bay to the Great Lakes.

Nor have the fires been restricted to these two provinces. British Columbia, New Brunswick and Nova Scotia—pulpwood lands, too, though not as important as those of Quebec and Ontario—have suffered great losses as well.

It is easy to understand, then, why some public-spirited citizen like Mr. Barnjum demands an embargo. The very facts he presents would have to be listened to, even if he did not have a manner of presenting them that is at once arresting, forceful and spectacular. In fifteen months he made a live issue of a dead subject.

And what's more he speaks from experience. He made his money in lumber. He proved by his own lumbering operations that foresight and vision are more remunerative than the familiar though despicable policy of getting-what-you-can-when-you-can-get-it.

One keen observer puts it this way: "We have to take stock in Barnjum's preaching because we see he takes his own prescriptions."

Barnjum is a fascinating character. He is now 64 years old, and retired, in order that he may devote all his time to saving Canada's forests for Canada. He does it by publicity. First he published a little pamphlet entitled "Some Startling Facts About Canadian Forests." Then he offered a prize of \$5000 for the best essay on the control of the spruce bud-worm and other destructive insects and fungi; 230 experts submitted essays and he spread the winners broadcast. He offered prizes for officials who kept their districts free from fire. He offered \$2000 for the best essays on the proposed embargo, getting 549 and printing every one of them in a 175-page book. He floods the newspapers. He swamps Parliament's mail. An American press agent would turn green with envy to see Mr. Barnjum in action—and the results he gets.

Not without expense, of course. Mr. Barnjum admits that he spent more than \$100,000 on his campaign last year. But he can afford it and he does. Furthermore, he made his money in lumber and he is willing to "reinvest" some of it.

They tell the story of one of Barnjum's first investments, made thirty-four years ago when, he admits, he hardly knew a spruce from a hemlock.

An old timber cruiser was showing him a 1500-acre tract of timberland in Maine, offered for sale by a Boston broker at \$1500. The cruiser showed Barnjum the timber, estimating about two hundred trees per acre, of ages ranging from fifty to two hundred and fifty years.

"Do you mean to tell me," asked Barnjum, "that two hundred trees that took from fifty to two hundred and fifty years to grow can be bought for a dollar?"

The cruiser nodded.

"I can tell a whale from a seagull," retorted Barnjum. "We buy."

That was 1889 and the deal created a sensation. A dollar an acre just for timberlands!

Some time later, six thousand acres of timberland were

offered for sale at \$15,000. Mr. Barnjum looked it over and wrote out his check. Before a year had passed he sold that tract for \$45,000. The syndicate which bought it cut what it wanted, which was in its opinion all it could get, and sold it back to Barnjum for \$6000. A year later he sold it again for \$30,000.

This man Barnjum knows timber and he knows timber values, present and future. It is no wonder that Canadians listen to him.

"I have been traveling in the timber zone and making investigations for thirty years," Mr. Barnjum is quoted. "I have made many predictions and every one has been wrong. Every one has been wrong because no matter how pessimistic I proved to be short of the truth. Canada is in a bad way for its future timber supply."

Much of this he blames on the short-sighted Canadian farmers who happen to own timberlands. There is a law that pulp cut from Crown lands—and they constitute between 85 and 90 per cent. of Canada's woodlands—must be submitted to at least one process of manufacture in the province from which it is cut: in practice this means that in most cases the pulp goes through more than the one required process of manufacture.

But there is no such regulation of privately-owned lands. And from these lands more than 1,000,000 cords a year are shipped to the United States in an unmanufactured state. Why should fortunes be spent on conserving Crown land pulpwood, argues Barnjum, when so much pulp from farmers' lands leave Canada unmanufactured to relieve the strain on American forests, to lengthen the life of American mills.

Barnjum believes that the embargo must be brought to bear upon the Canadian farmer, who sees only what he gets in cash and not what the future may bring. He points out that every European country restricts its farmers' forestry program. Not two per cent of Canada's farmers have any pulpwood or care a rap about it, he says; the convenience of this trifling minority, he holds, must be set aside for the benefit of the many.

Canada cannot feed her present mills with timber beyond a few years, Barnjum argues, without the embargo. Continued devastation, he maintains, will mean an exodus of half of Canada's population. Even reforestation will not help now, he claims, for it will be fifty or sixty years before trees planted now can be harvested. What to do during that gap between the end of the present forest supplies and the first of the new crop?

Furthermore, reforestation has its difficulties. Nearly 90 per cent of the forest areas of Canada are Crown lands. These lands are leased to commercial companies, invariably on short leases. The lease-holders under the present laws cannot obtain permanent tenure. Therefore, the lease-holders are not interested—capital is not interested—in reforesting these lands. The cost of clearing the land, reseeding, and caring for the new growth would make the cost of pulpwood at maturity prohibitive. Furthermore, many of the lease-holders are not Canadian, and they are utterly indifferent, even to fire protection.

Naturally enough, the situation as it affects the United States plays an important part in the discussion of Canada's pulpwood problem. The United States takes about a third of Canada's pulp cut in the raw stage; in all, the States take between 80 and 85 per cent of Canada's total export.

Mr. Barnjum states the Canadian case very simply.

"I do not see the justice," he says, "or the honesty or the common sense, of reforesting our Crown lands when our farmers ship more than a million cords of wood across the border every year to relieve the strain on American forests, to lengthen the life of American mills. To suspend the right to export Canadian grown wood to American mills

would leave none of our farmers the poorer. Why, the immediate result would be to increase the United States demand for pulp and paper from Canadian mills and to compel the construction of Canadian plants by those American companies now dependent on what our farmers send them."

Mr. Barnjum insists that the proponents of the embargo bear the United States no resentment, nor do they fear retaliation. He simply points out that Canada is supplying fifty or more foreign mills, competing with the Canadian, with raw materials so that Canadian workers are forced to follow the raw material out of the country in order to find employment. Talk of retaliation is bunkum, he says, asking "when have the politicians of the United States waited for a cause for retaliation when it was to their interest to put the screws on Canada and to bar out practically everything which we could export to that country except such things as they are obliged to have, including raw materials and pulp and paper?" Mr. Barnjum sees a great inter-Empire trade as a remedy for retaliation.

On the whole one gathers that the proponents of the embargo have admiration for the United States rather than resentment. Says Mr. Barnjum:

"The United States undoubtedly is in a deplorable condition in regard to its forests, but she is at least not exporting unmanufactured pulpwood, while Canada, which is in a far worse plight with regard to a wood supply, is still expected freely to export hers."

In fact, it is an open secret here that American interests are the strongest behind the opposition to the embargo. Canada has 100 pulp and paper mills—40 pulp, 33 paper, 27 pulp and paper—and they represent a capital investment of \$400,000,000. One statistician, high in Canadian paper circles, estimated for me on my promise not to attribute the figures to him that fully \$200,000,000 of this originated in the United States.

Canada's pulp and paper mills are distributed as follows: British Columbia, 6; Ontario, 39; Quebec, 44; New Brunswick, 5; Nova Scotia, 6. This official checked as American, 2 in British Columbia, 3 in Nova Scotia, 8 in Ontario, and 7 in Quebec. They were the largest of all.

Not only do Americans dominate the Canadian pulp and paper industry, but according to Edward Beck, secretary and manager of the Canadian Pulp and Paper Association, which has its headquarters in Montreal, Americans exploit the Canadian industry.

"I charge that certain American companies, and I can name them," he said, "are holding their American timberlands uncut and untouched while they are ruthlessly devastating Canadian timberlands without any thought or worry concerning the future."

The Canadian Pulp and Paper Association, incidentally, does not take a stand one way or the other on the embargo. The association, composed as it is of nearly all the pulp and paper mills in Canada, many of them, as has been stated, quite American, "favors any means that promises a prolongation of Canada's pulpwood and timber supply." It further says that "if restricting the exports of pulpwood will conduce to this end, and if it can be done without undue injury to anyone, the Government will be justified in bringing about such restrictions."

The Canadian industry seeks proper cooperation between the pulp, paper and timber representatives and the provincial governments to bring about improvement in the pulpwood situation. First of all the industry seeks uniform regulations so that all operators in one province shall be on an equal footing with those in adjoining provinces so far as the cost of his raw material may be affected by the imposition of taxes and governmental restrictions.

Canada is today one of the greatest paper-producing countries in the world, and Canadians firmly believe it is des-

tined to be the greatest. Canada's supremacy rests upon the possession not only of extensive forest resources, but as well of adequate and abundant water-powers. The two together makes so ideal a combination that many American operators prefer to finish their product in their own Canadian mills rather than to ship the unmanufactured raw material into the States, where water power is not so abundant and where the labor question is worse than it is in Canada. The importance of water power may be gauged from the fact that it takes practically 100 h. p. to make a ton of paper.

The great development of the industry in Canada, a matter of comparatively few years, may be traced to several circumstances. In the first place, the provincial governments require that pulpwood cut from Crown lands must be manufactured within the province. The growth of population and the spread of education have increased the per capita consumption of paper in every country; the number of newspapers and periodicals on the North American continent has increased enormously; the diminishing supply in the United States and the increasing demand for Canadian woodpulp. Finally, the improvement in paper-making processes of which Canadian manufacturers have been among the first to take full advantage.

A few statistics, the latest available, (1921), except those given above for this year:

Number of mills, 100; capital invested in 1921, \$379,812,751; employees, exclusive of woods operatives, 1087 female and 23,524 male; wages and salaries, \$34,199,000; value of products, \$151,003,165.

Production—Groundwood, 931,560 tons; sulphite pulp, 476,929 tons; sulphate pulp, 131,337 tons; other pulp, 9256 tons.

Newsprint, 805,114 tons; book and writing, 53,530 tons; wrapping, 55,898 tons; boards, 89,114 tons; other paper, 18,285 tons.

Pulpwood consumed, 2,180,578 cords, valued at \$38,283,262, of which spruce, 1,499,478 cords valued at \$27,101,299; balsam fir, 511,791 cords, valued at \$8,733,033; hemlock, 122,997 cords, valued at \$1,873,118; pine, 40,406 cords valued at \$485,898.

Materials used in the manufacture of pulp—Sulphur, 66,971 tons; limestone, 71,266 tons; lime, 50,274 tons; soda ash, 2,833,906 lbs.; bleach, 22,872,551 lbs.; sulphate of soda, 13,871,900 lbs.; salt cake, 49,134,315 lbs.

Materials consumed in manufacture of paper—Groundwood pulp, 689,038 tons; soda fiber, 5136 tons; sulphite fiber, bleached, 66,902 tons; sulphite fiber, unbleached, 210,188 tons; sulphate fiber, 31,464 tons; rags, etc., 10,369 tons; old or waste paper, 61,914 tons; other paper stock, 24,399 tons.

Fuel consumed, bituminous coal, 1,181,100 tons; anthracite coal, 70,241 tons; fuel oil, 4,559,928 gallons; wood, 22,154 cords; gasoline, 2102 gallons. Total fuel cost, \$12,510,643.

Every one of these figures will be considerably higher this year, probably about 20 to 25 per cent.

Bids Invited for Building \$250,000 Hotel.

Salisbury, Md.—Bids have been invited by the Wicomico Hotel Co. for the erection of its proposed \$250,000 hotel here, contractors having been asked to submit bids on a building of four stories and basement and also on one of five stories and basement, proposals to be in by August 28. The exterior will be of the Adam period design, 64.10 by 106.2 feet, concrete and steel, the lower portion of terra cotta and the upper part terminating in a terra cotta cornice.

The main lobby will be 43.6 by 25.7 feet, off which there will be the clerk's counter, entrances to stores, cigar stand, ladies' retiring room and other facilities. The B. K. Gibson Co., of Chicago, is the architect.

Railroad Open Shop Activities Produce Good Results.

Elkins, W. Va., August 10—[Special]—It developed during an inspection of the Elkins terminal and shops of the Western Maryland Railway made by President M. C. Byers, Vice President D. G. Gray, Chief Engineer H. R. Pratt, Superintendent of Motive Power S. B. Riley, Superintendent of Transportation E. R. Rouzer and Superintendent A. Williamson on August 9, as stated by some of the officials in the party that more men are now employed in the shops, on an "open-shop" basis than at any time in the history of the road and that the force is more efficiently organized than it has ever been owing to the fact that the management when necessary can weed out the inefficient, as they could not do prior to last year when the road entered into contract for its shop work.

The machinists' union and affiliated unions voted for a strike at that time at the Elkins, Ridgeway and Hagerstown shops and when the men ceased work the railroad company brought in men from outside and put them to work, gradually building up a capable working force. In time many of those who went on strike returned to work but there were some who were not permitted to return. It is now stated by some of the officials of the road that because it has the right to employ men on the basis of efficiency, the maximum of efficiency is being achieved and more work done than ever.

Of the total of 265 men employed more than 165 are at work in the car department. The company is rebuilding its steel coal cars from the ground up and its regular type of freight cars from the ground up at a minimum of cost, it is stated, at the rate of 20 steel cars per month and 20 freight cars per month, so that the company is well satisfied that the new system is more satisfactory than the old.

United States Cotton Standards in Europe.

Manchester, Eng., Aug. 1—[Special]—A special meeting of the directors of the Manchester Cotton Association was held yesterday (Tuesday) with the president, Mr. Jesse Thorpe, in the chair, for the purpose of receiving the report of Mr. Richard Brooks and Mr. H. Robinson, the delegates to the recent Washington conference on Universal Cotton Standards. It was reported that the Manchester Association, along with the Liverpool Association, and the Continental representatives, were of the opinion that several of the boxes were made up of types containing too much colour. The American delegates, however, were strongly of the opinion that the United States standards were thoroughly representative of the crop. It may be said that each standard box contains twelve samples. After discussion the revision of certain samples were agreed to.

Standards as now amended, will be known as the Universal Cotton Standards, and come into effect on the first of August, 1924. The Manchester delegates report that although they had not obtained all they set out for, they could not help feeling that the United States Government, and the American trade, had met them in a reasonable manner. During the conference the question of what constitutes a fair tender against any particular box was discussed. In New York and New Orleans it is held to be a proper tender if the whole of the cotton is equal to the lowest bale of the standard box. After a lengthy discussion it was agreed that so far as Europe is concerned, the American shipper to fulfill his contract must deliver equal to the average classification of the box or otherwise be penalized by arbitration.

The Manchester delegates paid a high tribute to Dr. Taylor, of the United States Department of Agriculture, who acted as chairman of the conference.

\$16,000,000 to \$18,000,000 Sale of Southern Cotton Mills to New England Interests.

Between \$16,000,000 and \$18,000,000 are involved in the sale last week of the holdings of four groups of textile interests in South Carolina, in the vicinity of Greenville and Spartanburg. Early in the week Lockwood, Greene & Co., of Boston, purchased the Tucapau Mills of Spartanburg County and a few days later acquired the property of the Pelzer Manufacturing Company, at Pelzer. The two deals involving approximately \$12,000,000 give Lockwood, Greene & Co. control of more than 510,000 spindles in the state. Close upon these sales the stockholders of the Victor-Monaghan Company, at Greenville voted to sell the Ottaray, Seneca and Wallace plants of their chain of eight mills to eastern buyers for about \$2,500,000, and approved the sale of the Walhalla plant at the discretion of the directors, providing a good price is received.

The Pelzer Manufacturing Company, organized in 1881 and managed ever since then by Mr. Ellison A. Smythe of Greenville, is one of the most noted mill enterprises of the South. Capt. Smythe has been one of the notably successful mill managers of this section. This company has four mills with an aggregate of 136,000 spindles, 2500 narrow looms and 500 broad looms. It manufactures sheetings and drills. Capitalized at \$3,000,000 it is said that \$9,000,000 was the amount involved in the sale, which would make the price \$300 a share. This company has been pre-eminently a Southern owned company, Capt. Smythe and the Pelzer family of Charleston having established the mill and held a controlling interest in it.

With this addition, which came after the purchase of the Tucapau Mills, Lockwood, Greene & Co. became the largest owners of cotton mills in South Carolina. The Pelzer mills comprise four plants. Before the sale its stock was selling for \$156.

The Tucapau Mills are recognized as one of the most valuable mill properties in the South, and the sale marks one of the most significant transactions in Southern cotton mill properties in recent years. A. M. Law & Co., of Spartanburg, represented the owners in the transaction, including J. B. Cleveland and Dr. J. F. Cleveland, of Spartanburg and Alfred Moore, of Wellford. The stock acquired by Lockwood, Greene & Co., is said to total about 85 per cent, and the remaining holders of stock will, it is said, have an opportunity to sell at the same price as received by A. M. Law & Co.

Tucapau Mills is now operating over 65,000 spindles and about 1800 looms, in the manufacture of approximately 25,000,000 yards of print cloths annually. The plant employs about 750 people.

Lockwood, Greene & Co. are the engineers for the \$5,000,000 mill now being built near Tucapau by the Pacific Mills Co., of Boston, Mass., on a tract of 700 acres. There two plants are now connected by an improved highway. When news of the sale was made public, report had it that in the near future expensive improvements and additions would be made to the Tucapau Mills, possibly increasing the spindleage to 100,000.

In July the Victor-Monaghan Co. turned down an offer of \$148 a share from Edwin F. Greene, of Lockwood, Greene & Co., because its offices regarded the price as much too low. This was equivalent to about \$32 a spindle, whereas J. E. Surrine & Co., engineers for the company, estimated that the present day worth of the property included in the chain of eight mills was about \$50 a spindle.

Following closely upon the sale of the Tucapau Mills and the four plants of the Pelzer Manufacturing Co., the stockholders of the Victor-Monaghan Co. authorized the sale of four of the group of eight mills in South Carolina.

The plants sold by the Victor-Monaghan interests, their buyers and brief details are as follows:

Ottaray plant, Union, S. C., 25,000 spindles, 540 looms, together with tract of land and all machinery sold to G. H. Milligan, New York City for \$963,456.

The Seneca plant, Seneca, S. C., 19,840 spindles, 500 looms, with tract of land on which mill village is situated with all machinery and equipment sold to Goddard Brothers, Providence, R. I. for the sum of \$773,840.

Wallace plant, Jonesville, S. C., 15,980 spindles, 424 looms, with tract of land on which mill and village is situated, with all machinery and equipment sold to J. Ridley Watts and Company of New York City for the sum of \$623,220.

The stockholders also authorized the directors to sell the Walhalla plant for any sum which they consider reasonable. This plant has 18,816 spindles and about 1000 looms, making prints and sheetings. In addition to approval of the sale of these four plants the stockholders approved a plan which means virtually the reorganization of the company. It is proposed to retain the plants at Monaghan, Greer, Victor and Apalache and operate them as a manufacturing unit. It is said that the proceeds from the sale of the four other plants will be used to retire all outstanding preferred stock; a new issue of preferred stock will be made, and about 22,000 shares of common stock will be retired at \$160 a share. This will reduce the capitalization to about \$6,400,000. A special meeting of the stockholders will be held early in September after the properties have been transferred to their new owners, and then the reorganization will be perfected.

The Beaver Duck Mills of the Conch Cotton Mills Co., Inc. was sold at public auction the latter part of last week at Greenville to C. J. Haynesworth, a lawyer for undisclosed interests. The property is conservatively valued at \$400,000. The mill has 5000 spindles, 27 heavy type looms and 30 cards. There are 40 houses for operatives, and 65 acres in the plant tract.

\$1,000,000 Professional and Bank Building.

Oklahoma City, Okla.—Plans for the erection of a medical arts building here are being arranged by the Doctors' & Dentists' Building Co. and the Security National Bank, which will be joint owners of the structure. The building will be 13 stories high, with a roof garden, and will represent an investment of \$1,000,000. Construction will begin next January.

Space on the first two floors and basement will be occupied by the Security National Bank and the remaining floors will be devoted to offices for medical men and supply companies of the profession. A drug store will be located on the ground floor. Layton, Smith & Forsyth of Oklahoma City are the architects. Dr. R. S. Parsons is secretary of the Doctors' & Dentists' Building Co.

Will Build 150-Mile Transmission Line in Texas at Cost of \$730,000.

Dallas, Tex., August 13—[Special.]—The Texas Power & Light Co., Dallas, will build a 150-mile transmission line at a cost of \$730,000 to connect its plants at a number of Texas cities, including Hillsboro, Brandon, Frost, Corsicana, Tyler and Palestine. Construction work will be done by the company organization. John W. Carpenter is vice-president and general manager of the Texas Power & Light Co. and J. B. Thomas is the chief engineer, both of Dallas.

City Management by City Managers as Seen by an Expert in Business Management.

[A good many years ago when the profession of city manager was entirely new in this country, Staunton, Va., adopted this system and engaged Charles E. Ashburner as general manager. Later on Mr. Ashburner became city manager for Norfolk. He has now been called to the Pacific Coast as city manager at a salary of \$20,000, and Norfolk is reported as being willing to pay \$20,000 for a new city manager who can measure up to the opportunities of that city.

Mr. Ashburner was born in one of the West India Islands, but came to Virginia early in life and grew up in that state. His success as a city manager is shown by his call to California and the salary which he will draw.

In response to a request from the Manufacturers Record Charles Catlett, a distinguished chemist and geologist of Staunton, has written his views of city management by a general manager based on what has been done in his own town and in other communities and on his general knowledge of business management. Mr. Catlett has had large experience in the management of big business interests and of laying out plans for management by other people operating under his general direction. His views are, therefore, those of a man of large scientific and business experience. His letter follows.—Editor Manufacturers Record.]

By CHARLES CATLETT, Staunton, Va.

The resignation of Mr. Ashburner as General Manager of Norfolk, where I understand he has done excellent work, and the fact that he is called to the distant state of California emphasizes anew the growing importance of the profession of city management and tempts me to call attention to the impression which has been produced upon me in observing this method of government as exemplified in a small city.

There is probably no such thing as a perfect business organization and two organizations in the same kind of business may make a success by markedly different methods of control and management, depending upon the individual personnel; and the fact that two organizations have exactly the same form is no guarantee whatever of equal success. But there is a best of everything and there are certain well-defined forms of organization which in industrial work would be recognized as limiting the difficulties and aiding in insuring success.

The general form which has proved satisfactory has been a separation of the legislative and executive, and sufficient power to the executive to insure discipline, loyalty and co-operation in all the subordinates, together with the responsibility closely fixed on the executive.

The common method for the government of cities has for many years been entirely opposed to this. The governing body, usually large and unwieldy, and not uncommonly in two parts, consisted of an election of parties from each section of the city who were supposed to represent those sections and thus insure a satisfactory balance of favors. But as a matter of fact, this was not the result.

The work was usually parceled up among committees so as to give everybody a chance to be boss of something, and the only people who ordinarily kept in close touch with the work were those who directly or indirectly were in a position to secure advantage from their committee membership. It finally resulted in a few people, to whom it was worth while, drawing into their hands the essential control of the cities, while the details were most inefficiently looked after.

The larger and successful business organizations of this country have more and more taken the form of corporations in which the policy and the general rules are determined by a governing body known as the directors, who in turn elect the executive officers and give them wide latitude and authority and support them as long as they are successfully carrying out the work.

It was conceived many years ago that such an organization could well be applied to the control and management of cities, and the little city of Staunton, Virginia, which is a center of education with students from all over the United States, and the birthplace of Woodrow Wilson, and which in many other ways is celebrated out of proportion to its size,

under the suggestion and guidance of Mr. John Crosby, who was at that time a prominent member of the Council, undertook the radical experiment of applying this system of management to city government.

Looking back upon the work as it then occurred and as it has been developed since, the writer is strongly of the opinion that the city manager method, modified somewhat as may be necessary from point to point, represents the most advanced step and the best form of government for cities.

The experience of Staunton at the beginning was not entirely satisfactory. Under the law, the city was obliged to have two legislative bodies of twelve members each, which were always at loggerheads. When a city manager was secured, the councilmen and the aldermen, who represented the average type of citizens who were interested to accept such positions, were jealous of their authority and reluctant to give up fully many of the perquisites and the prominence which they had formerly exercised as committeemen, and were distrustful of any single man who might have too much power. The result was that while Mr. Ashburner, who was the first City Manager of Staunton, accomplished in my judgment much good in introducing this revolutionary system, it nevertheless fell far short of what the system was really capable of accomplishing.

Subsequently, under legislative authority, Staunton was able to replace two bodies, carrying twelve men each, by one body carrying five members. This body has entire control of legislation and selects a general manager who is given very complete control over the administration of the laws, the police force, and other officers of the city.

By having a small legislative body, it is possible to secure representative citizens corresponding to the best that were in the larger bodies and make it very much easier for them to carry through necessary legislation.

It is hardly necessary to point out the qualifications which should exist in such a small body. Assuming that they all represent men of good type and of average business qualifications, it seems to me that there are certain perfectly clear and definite requirements which such a body should meet.

They should not be selected to represent any particular section of the city nor should they be narrow in their own vision and outlook.

No man should be made a member of a legislative body who has a contentious spirit or bad temper. A bitter disagreement among members, often over trivial things, may be of untold injury to a city.

No man should be made a member of the council who has not been a success in his own business, and by success I mean in quality not dollars. Preferably men who have started with nothing, have honorably kept the rules of the game, met

their obligations and accumulated some property. The question of taxation is the most important and serious thing in all government and men who have started with nothing and accumulated something can best measure the effect of taxation on all classes. We too often say to a man in effect, "You have been silly, weak and inefficient in your own affairs; but you are a pleasant cuss, so we will put you in charge of a city."

A city is always building. One member of the council should be familiar in his own experience with building, engineering, and development.

One member should be familiar with questions of finance which are a big part of all city government.

One member should be familiar with the broad principles of law. Not a contentious lawyer, but one who has a true appreciation of the relation of law to society.

There should be one active pushing suggestive individual who will serve to stir things up and will always be suggesting new things. And as a foil to the latter there should be a member who never wants to do anything. He may not be very attractive personally but he is awfully valuable as a brake.

Some one of the above should be vitally interested in education, not simply because he has children, but because he is interested in education as a great force in civilization.

Some one of the above should be vitally and aggressively interested in health problems.

Some one of the above should be vitally interested in beautifying the city. Beauty is a real asset. There is no greater source of unalloyed happiness than the contemplation of beautiful objects and scenes. No rulers of cities have the right to teach people to be content with ugly things. For the sake of present and future generations, they should always be trying to make the cities more beautiful.

With such a body to make the laws and determine the scope and character of development, education, laws, taxes and health problems, and with a good executive to execute these policies, I believe the best possible form of city government will result.

The governing body should ignore small criticisms of the general manager and stand squarely behind him as long as his work is broadly satisfactory; but a manager who cannot conduct his work without excessive friction and antagonism has failed badly.

It is evident that the management of cities presents a new profession, and that there will year by year be more and more men who will be available to satisfactorily fill such positions.

Southern Negroes Relieving Labor Shortage in Wheeling District.

Wheeling, W. Va., August 9—[Special.]—It is estimated that more than 5000 negroes have migrated from the South to the Wheeling manufacturing and mining area during the last two years and such an exodus from the South is said to offer a solution of the labor shortage in the Wheeling District. In most instances, the negroes find work either in the steel mills or the mines and are said by mill managers to make fairly good workmen. The arrival of Southern negroes this summer has been steadily increasing.

Four causes are assigned by the negroes themselves for leaving the South. They are:

1. Higher wages.
2. Better living conditions.
3. Greater educational advantages.
4. Less race prejudice.

Negroes working in the mills and mines are paid exactly the same scale as the white workers. There appears to be no friction between the two races, owing to the sunny disposition of the average Southern negro.

Government Suit Not to Interfere With Industrial Activities.

Nashville Industrial Corporation.

Jacksonville, Tenn., August 8.

Editor Manufacturers Record:

Suit has been entered by the Government against the Nashville Industrial Corporation in the Federal Court of the Middle District of Tennessee asking that the contract held by that corporation with the Government covering the sale of the Old Hickory Plant be rescinded. The Government alleges fraud in the original sale of the plant. By stipulation it was agreed that a receivership of the property would not be opposed by either side and accordingly Judge Gore of the above court appointed B. P. Morse, present manager of the Nashville Industrial Corporation, and W. P. Smith, Assistant District Attorney, joint receivers and issued instructions that the business should be carried on as usual, that sales of both realty and personality shall be made and all activities instituted by the corporation shall continue under direction of the court.

No receivership of the Nashville Industrial Corporation was asked by the Government. Both sides have stipulated that no dilatory motions will be made and that the case shall be brought before the court for decision at the earliest date possible.

The plans of industrialization of Old Hickory will continue, as it is the desire of both the Government, as expressed by First Assistant Attorney General A. T. Seymour, and the Nashville Industrial Corporation that an industrial city be made of this war expenditure. As charges have been made that there was fraud in the sale of the property, it was felt by both litigants that the question should be definitely settled in order that industrialization might proceed with absolute safety to industries intending to locate at this point.

This suit will in no way interfere with the location of the du Pont Fiber Silk Corporation as already announced. All sales contracts made by the corporation and now existing will be taken over and consummated by the Receivers, who will operate as Old Hickory Powder Plant Receivers.

G. G. WILSON, Advertising Department.

English Cotton People to Make Scientific Investigation of Cotton Destroying Insects.

Manchester, England, July 26—[Special.]—Manchester University has formulated its plans for research to assist the Empire Cotton Growing Corporation in dealing with cotton pests. The corporation offered to the university for five years a grant to promote study and research in mycology and entomology, more particularly in those aspects of these subjects which deal with the diseases of plants caused by animal and fungal parasites, and which are known to be or likely to be, of importance to cultivators of cotton. Similar grants have been made to three other institutions for the study of problems in other branches of science relating to the production and cultivation of cotton.

It is made a condition of the grant that the university should admit cotton research scholars and assistants on study leave to the laboratories of the university. The university is also asked to deal as far as it can with inquiries from scientific advisers to cotton growers. The council of the university has accepted the grant.

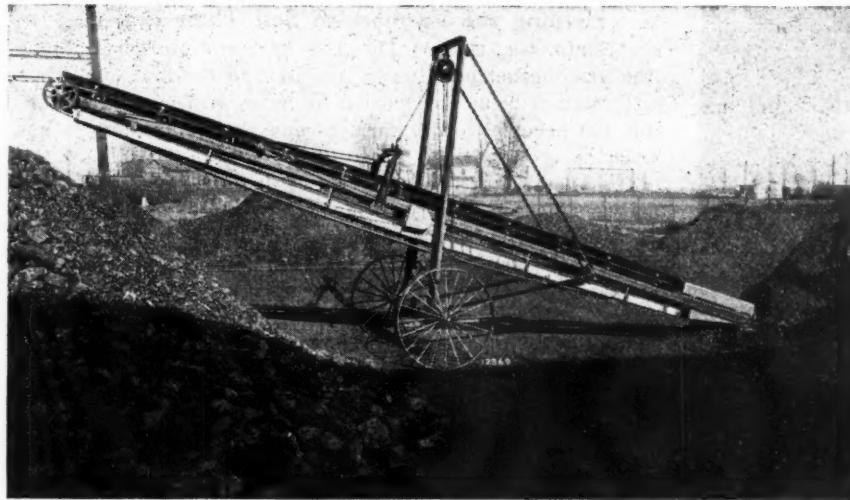
The following arrangements for carrying out the work have been submitted to the Empire Cotton Growing Corporation and have been approved. In the Department of Botany, Samuel Williams, M. Sc. will undertake investigations on plant diseases under the direction of Dr. Wilfrid Robinson, who has for some years past been researching on plant pathology. In the Zoological Department R. A. Wardle, M. Sc., will supervise the investigations in entomology.

EVERYBODY OUGHT TO STORE FUEL NOW FOR WINTER.

Possible Labor Troubles as Well as Transportation Difficulties Are Warnings That Everyone Should Heed.

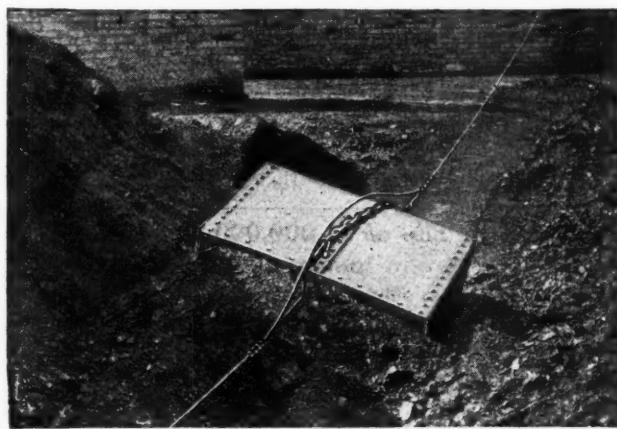
It is not necessary to remind thoughtful people of the good sense and advantage of putting coal in storage for future use but a consideration of the practical value of preparing for emergencies as to fuel will be welcome even to them.

Conditions as to coal mining and distribution are such that



PORTABLE BELT CONVEYOR TO CARRY SOFT COAL FROM CARS TO STORAGE PILE.

the maintenance of a good supply of coal on one's premises is just as important as it is to have the premises covered by a fire insurance policy, but it is difficult to make the average individual realize this. In years past when strikes of coal miners were infrequent most people bought their coal from hand to mouth, as it were; only a comparatively few purchased their next winter's supply each spring or summer and put it away in their cellars or—in the case of business



POWER HOE RECLAIMING COAL FROM STORAGE.

establishments—carried enough in storage to tide over any period of interrupted transportation. Now, however, with a more or less chronic condition of disturbance among coal miners, both anthracite and bituminous, it would be merely common prudence if everyone great and small would put coal away as a safeguard against any sudden stoppage of the mine output or of halt in transportation.

In the case of industrial plants demanding a steady supply of coal, the cost of storing fuel supplies is a matter of im-

portance. For instance, during the recent war an industry which always keeps several hundreds of tons of coal on hand, found that it cost about 35 cents a ton to unload, to pile and to reclaim from storage this coal. This was the Bristol Patent Leather Co. of Bristol, Pa. It was decided that this cost was too high, so an investigation was begun and it ended by the Link-Belt Company, of Philadelphia and Chicago, preparing a plan which included a standard portable belt conveyor for unloading and storing the coal. A machine 31 feet long was put in operation. This, at an angle of 30 degrees will pile coal 13½ feet high, but as shown in the picture the conveyor is lowered so that it piles the coal only 8 feet high, which prevents burying the wheels. It is made to pivot so that it can serve an arc about 36 feet long without changing place. Thus an 8 foot pile 36 feet long will store about 70 tons of coal. As the coal is stored and slopes outward the machine is backed away from it. The adoption of this machine, it is stated, reduced the cost of storing the coal to about 15 cents a ton.

Another simple and inexpensive way to handle stored coal is by means of the power hoe or drag scraper. Another illustration shows a typical application of this device. Coal arriving in railroad cars is moved by a portable belt conveyor and piled beside the track. The hoe is operated by means of a steel cable attached to driving drums in the operator's quarters and it is moved to and fro. The cable passes around sheaves so located

as to serve the storage yard and the hoe, or drag scraper, takes coal from the first pile and puts it on the storage pile wherever additional tonnage can be taken. After dropping



CONVEYOR MOVING HARD COAL TO STORAGE PILE.

its contents the empty hoe rides on top of the coal until it returns to the first pile and then the same operation is repeated. When the hoe is used to take coal from the storage pile the attachment of the hoe to the cable is reversed, so that the coal can be moved where required.

Where conditions will permit of this being done the power hoe and the portable belt conveyor are combined for the storing of coal from a distant siding, delivering it as needed to either a boiler house, an overhead bin or to an outdoor storage pile.

An article written by Russell B. Williams, of the Link-Belt Company, gives in addition to the foregoing, five reasons why all consumers of coal should buy their supplies of fuel in summer stating them thus: 1—Financial advantage. 2—Assurance of coal. 3—Better quality of coal. 4—Lowering the retail and wholesale prices of coal. 5—Relieving the

nation's transportation systems and helping stabilize a billion dollar industry that for decades has been a running sore between labor and capital.

It is pointed out that if freight traffic continues in proportion to its volume during the first six months of this year there will be an enormous demand for freight cars during the coming winter months, the rush beginning in December



TAKING COAL FROM STORAGE WITH CONVEYOR.

and, in addition, with normal winter conditions, this train will not permit the railroads to operate at full efficiency. Thus their ability to move coal will be reduced. Last year coal formed about 18½ per cent of the freight traffic of the country.

Attention is also directed by Mr. Williams to the advice given in the MANUFACTURERS RECORD of July 5 that all consumers of coal as far as in their power, should buy coal now and have it delivered now to save themselves much worry and possibly much suffering during next winter.

Building a \$1,000,000 Gypsum Plant at Sweetwater—Large Industry to Be Developed.

Sweetwater, Tex., August 11—[Special.]—The United States Gypsum Co. of Chicago has construction well under way here on its \$1,000,000 plant, mention of which was made in the MANUFACTURERS RECORD several weeks ago. The complete project involves modern facilities for economic quarrying, mining and crushing raw materials, a calcining mill of 400 tons daily capacity, sheetrock wallboard mill of 100,000 square feet capacity every twenty-four hours and later a block plant for manufacturing floor, partition, roof and fireproofing tile, under the company's "Pyrobar" brand.

Sweetwater is fortunate in possessing both kinds of commercial varieties of gypsum. Both will be utilized by the new plant. The rock gypsum is pure white, and is exceptionally pure chemically. It is said no better raw material is available for the production, not only of ordinary rock plaster in all grades, but also of the finer dental, moulding, orthopedic, pottery and terra cotta stuccos, produced formerly in Oklahoma and Nova Scotia.

The gypsum, or gypsiferous earth deposit, is very extensive, of uniformly good quality, and so located that the material may be obtained as used, at very low operating cost. The equipment being installed for the mining and quarrying of the raw product is so designed that the capacity may be greatly increased. A well designed crushing plant is to be installed, which will very shortly be furnishing crushed raw gypsum rock for the Portland cement and other industries.

The calcining plant will produce all grades of wall plaster, made from either gypsum rock or gypsum, as well as specialties already mentioned and the wallboard plant is being so designed that its capacity can be increased to any extent desired.

Plans include an extensive trackage arrangement, a large

portion of which is now complete and being used for unloading stores, machinery, and other essentials required in the construction of the plant. The entire plant is so designed that it may be extended in any of its facilities without interfering with cost, quality, or continuity of the established production.

Construction will be completely fireproof and permanent in every way.

Foundations of the larger buildings have been started. The company expects to complete the first unit and begin shipping material within seven months, the complete plant to be in full operation within nine months.

Helping the Farmers to Sell Their Produce.

Atlanta, Ga., August 11.—The Farmers' Market Building, the first market building in Atlanta and the first of a series of buildings being constructed by business firms and the city for the benefit of both farmers and their customers is now open.

The new structure, which was financed and constructed by the Massell Realty Company, is an up-to-date market building, having a frontage of some 100 feet on Courtland street and 200 feet along an alley. It is built of brick, one story in height, with plenty of sky-lights. The floor is concrete, and ventilation and drainage have been well taken care of in its construction. The building is electrically lighted throughout, and is under the management of an experienced and competent market master.

Rest rooms for women have been conveniently located, and the building has every convenience to make it of the greatest possible service to both buyers and sellers.

That farmers are quick to take advantage of such facilities is shown by the fact that when the market opened today, virtually every operator on the curb took up quarters in the new building. Space is rented at a reasonable price, and the advantages offered greatly exceeded the increased cost, with the result that the curb market was deserted in favor of the newer and more convenient quarters.

This new market will open at 4 A. M. and close at 7 P. M. daily except on Saturdays, when it will remain open until 11 P. M. for the convenience of customers.

"Although the Farmers' Market Building is frankly an independent institution, and a business venture," said officials of the Massell Company, "it is an institution which is badly needed in Atlanta, and one which will render a distinct service to both the farmer and the consumer."

In the meantime, work is rapidly progressing on the Municipal Market. Houses have been cleared away from the block in which it is to be located and preparations are being made to lay the foundations of the structure.

Lubbock to Be Site of \$1,000,000 College of Technology.

Lubbock, Tex.—An official announcement has been made by the locating board of the Texas Technological College that Lubbock has been chosen as the site for the \$1,000,000 school of technology which was authorized by recent enactment of the legislature.

This city is the county seat of Lubbock County and is located about fifty miles from the border of Texas and New Mexico on the Atchison, Topeka & Santa Fe Railroad. W. R. Nabours of Waco is the secretary of the locating board of the school.

Bids will be opened August 20 by the Young Women's Christian Association of Houston, Tex., Mrs. Charles A. Webb, chairman of the building committee, for the erection of its proposed \$400,000 building. B. P. Briscoe of Houston is the architect.

South Leads in Self-Supporting Agriculture.

By C. A. WHITTLE, Editorial Manager, Soil Improvement Committee, Southern Fertilizer Association.

We hear much of the "One crop system of agriculture in the South," but when we come to look at the facts the South does not have a one-crop system of agriculture. Indeed it leads all sections of the country for maintaining a self supporting agriculture on the farm.

The United States Department of Agriculture through its Bureau of Agriculture Economics has been delving into the matter and has published a table showing the "Percentage of Farm Food Supply Derived from Various Sources, by States."

Lo, the South leads them all. North Carolina heads the list of all states in the Union for percentage of farm food supply produced on the farm, 72.4 per cent being the highest of any state. Then follows in the order of their self supporting farming, Virginia, Maryland, Tennessee, Ohio, Alabama, Delaware, Kentucky, Georgia, South Carolina, Mississippi.

In other words, in the first eleven states in the list, nine are strictly Southern states.

The list of all states and the percentage of farm food supply produced on the farm is as follows:

State	Per-cent	State	Per-cent
North Carolina	72.4	Arkansas	55.4
Virginia	72.0	South Dakota	55.2
Maryland	71.3	Illinois	54.6
Tennessee	71.1	Rhode Island	54.0
Ohio	70.2	New York	53.8
Alabama	69.6	West Virginia	53.3
Delaware	69.2	Montana	53.2
Kentucky	67.9	New Jersey	53.1
Georgia	67.7	Maine	53.0
South Carolina	67.1	Louisiana	51.6
Mississippi	66.0	North Dakota	51.5
Utah	64.6	Vermont	51.5
Michigan	63.7	Wyoming	49.6
Indiana	63.2	Washington	49.4
Pennsylvania	61.8	Massachusetts	49.2
Missouri	61.4	Colorado	48.9
Minnesota	60.1	Oregon	48.8
Idaho	59.7	Texas	48.7
Iowa	58.7	Florida	47.5
Nebraska	58.4	New Mexico	45.7
Wisconsin	57.6	Connecticut	38.2
Oklahoma	57.4	California	34.8
New Hampshire	57.4	Arizona	33.1
Kansas	57.3	Nevada	30.0

If supporting the farm with food grown on the farm is diversified farming then the South leads in diversified agriculture. On the hypothesis that food and feed can be raised cheaper than it can be bought, the Southern farmer has gone further than has generally been appreciated toward an economic system of agriculture.

The strength of Southern agriculture lies in its "cash crops," cotton, tobacco, peanuts, sweet potatoes, sugar cane, rice, turpentine, sub-tropical fruits and early crops of various kinds that sell at high prices. No section of the country, in fact, has so many cash crops.

With these cash crops reinforced with food and feed crops, a great variety of which can be grown successfully, the Southern farmer has a strong position in the world of agriculture.

But for the demoralization caused by the boll weevil the Southern farmer would be in a much stronger position today in some parts of the cotton belt. This demoralization is, however, bringing about a reinforcement of agriculture by encouraging methods of a more complete live-at-home policy, so that when the boll weevil problem is met, as it will be, the Southern farmer will occupy a stronger position than he has in the past.

Farm Demands Should Increase.

The figures which we have given do not in themselves indicate that there is a large production of food and feed crops but simply that the demands of the families and livestock on the farm have been fairly well met. The demands

are not great, not as great as they should be on the Southern farm.

It is generally agreed that the South should be growing more livestock. Even with the present farm program there is enough unutilized waste to support more livestock. When every farm has its cow, sow and poultry the Southern farmers real needs can be better supplied. In fact, the census shows a great percentage of tenants without cows, hogs or poultry, whose simple requirements do not include milk, butter and eggs.

It must not be concluded, therefore, from the figures given, that there is not great room for improvement not only in

AVERAGE ACRE VALUES OF THE CHIEF CROPS

OF
THE EASTERN COTTON STATES
COMPILED FROM U. S. CENSUS OF 1920.

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2130

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2090

2070

2050

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2010

1990

1970

1950

1930

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CROP ACREAGE AND CROP VALUES

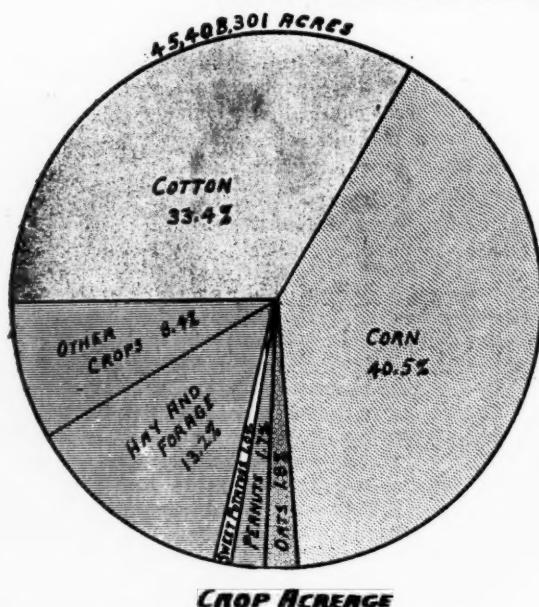
BY CROPS

FOR

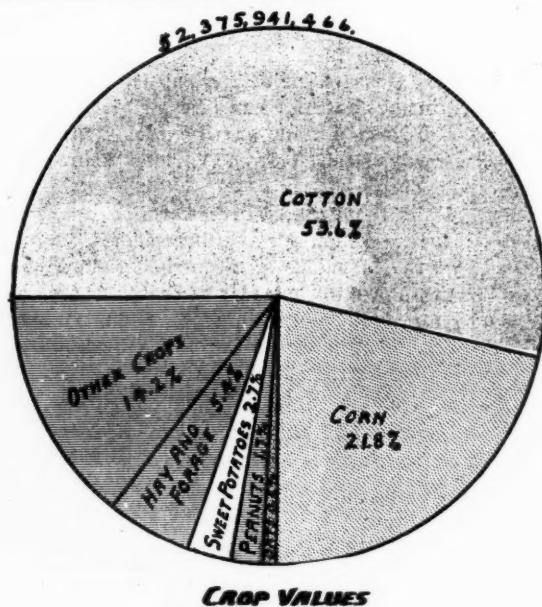
THE EASTERN COTTON STATES

COMPILED FROM U. S. CENSUS OF 1920

ACREAGE AND VALUES EXCLUDE THOSE CROPS REPORTED WITHOUT ACREAGE, FRUITS, AND NUTS.



CROP ACREAGE



CROP VALUES

GRAPHED AND COMPILED BY DAVID D. LONG, SOIL SPECIALIST,
SOIL IMPROVEMENT COMMITTEE, SOUTHERN FERTILIZER ASSOCIATION.

13.2 per cent, sweet potatoes 1 per cent, oats 1.8 per cent, peanuts 1.7 per cent, tobacco 1.6 per cent, other crops 6.8 per cent.

It is interesting to compare the acreage circle with crop values as shown by the census. The total crop values are \$2,375,941,466. The segments of the circle show the percentage of the total crop values belonging to each crop or group of crops. Though cotton occupied 33.4 per cent of the acreage when it comes to the crop value cotton is 53.6 per cent of the total. Corn which occupied 40.5 per cent of the acreage had crop values amounting to only 21.8 per cent of the total. Tobacco which occupied only 1.6 per cent of the acreage has 8.9 per cent of the crop value. Hay and forage crops have 13.2 per cent in acreage but only 5.4 per cent of crop values. "Other Crops" had 8.4 per cent of the acreage but 14.2 per cent of the total crop values.

The average acre value of the leading crops as shown by the census for the eastern cotton states is presented in the diagram of Figure 2. The order of the crop values from high to low are, tobacco, \$283 per acre; sweet potatoes, \$138 per acre; cotton, \$83.50 per acre; peanuts, \$53.10 per acre; corn, \$28 per acre; hay and forage crops, \$21.21 per acre; oats, \$17.18 per acre.

The order given in the census was changed last year by cotton and peanuts going ahead of sweet potatoes. Most of the crops will today show less per acre value because prices are lower now than then.

In no eastern cotton state does cotton occupy as much as 50 per cent of the cultivated acreage. In Alabama it occupied 35.2 per cent; Florida, 8.64 per cent; Georgia, 42.2 per cent; Mississippi, 46.2 per cent; North Carolina, 21.6 per cent; South Carolina, 46.1 per cent; Tennessee, 11.3 per cent.

Take corn: Alabama had 44.8 per cent of its acreage in corn; Florida, 61.57 per cent; Georgia, 38.2 per cent; Mississippi, 41.5 per cent; North Carolina, 36.2 per cent; South

Carolina, 30.9 per cent; Tennessee, 43.20 per cent. The South is, therefore, more of a corn belt than a cotton belt.

Of all Southern states North Carolina shows the largest returns per cultivated acre, the average being \$75.60. Its crop acreage division is, cotton, 21.6 per cent; corn, 36.2 per cent; hay and forage, 15.6 per cent; oats, 2 per cent; peanuts, 2.1 per cent; tobacco, 7.2 per cent; sweet potatoes, 1.2 per cent; other crops, 15.1 per cent. The reason for North Carolina's lead is due in part at least to the extent to which a number of money crops are grown.

Hotel for Palm Beach to Cost \$1,000,000.

A large family hotel to cost about \$1,000,000 will be erected at Palm Beach, Florida, by Dwight P. Robinson & Co., Inc., of New York, and associated interests, who have purchased on Ocean boulevard with a frontage of 350 feet and a depth of 700 feet. With reference to the erection of the building, the company wires the MANUFACTURERS RECORD:

"Preliminary studies being made by us on design and construction projected 300-room club hotel at Palm Beach to be located on Ocean boulevard between Casino and West Palm Beach Golf Club. J. E. R. Carpenter, architect. Further details not decided."

Contract Let for \$600,000 Missouri-Pacific Hospital at Little Rock.

Little Rock, Ark.—Contract for the new \$600,000 division hospital to be erected here by the Missouri-Pacific Railroad has been awarded to James Stewart & Co. of St. Louis and ground has been broken for the building. It is estimated that a year will be required to complete it.

H. J. Mohler of St. Louis is president of the Missouri-Pacific Hospital Board and the construction of the building will be in charge of Don A. Scott, manager of the contracting company.

Scenic Interest and Development of "Chimney Rock" in North Carolina's "Land of the Sky."

By Dr. LUCIUS B. MORSE, Chimney Rock.

Chimney Rock is located in Western North Carolina, 26 miles east of Asheville, on the through highway leading to Charlotte and Washington, and in the heart of the Blue Ridge Mountains. At this point nature has cut a great defile from the crest of the Range eastward, known as Hickory

the great precipice of the mountain bearing the same name, is probably the highest and most remarkable of any cliff formation in the eastern half of the United States; the height above the valley being 1800 feet, the major portion of which is a sheer granite cliff. In length, this north-facing cliff is about one mile, at the farthest end of which the Hickory Nut Falls drop some 400 feet over the brink of the precipice. On the face of the precipice, for nearly a mile, and leading from

Chimney Rock proper to the top of the Falls, is a remarkable bench popularly known as the "Appian Way," along which tourists with mountain climbing proclivities, can reach the Falls. The name "Appian Way," is decidedly a misnomer, and only carries a certain dignity because of its christening many years ago by an old mountaineer, who formerly owned the property. Along this Appian Way is some of the choicest scenery imaginable.

The entire mountain was purchased in 1902 by Dr. Lucius B. Morse and his two brothers. Their first thought was to erect an incline runway to the property. As a matter of fact, however, no development was undertaken until the fall of 1915, when the construction of a double track, gravelled highway, was begun. The better part of a year was consumed in building the road, four drills being employed for months, in blasting away the large rock outcroppings and boulders. Aside from this approach road of some three miles in length, having in the main a 6 per cent grade, there has likewise been built up at the "Chimney," a parking place, almost literally blasted from the face of the huge cliff that will accommodate



CHIMNEY ROCK—225 FEET HIGH. THE MOUNTAIN IS 1800 FEET ABOVE THE VALLEY.

Nut Gap. But it is more like a valley or gorge, than a gap.

The peculiar formation known as "Chimney Rock," is a detachment from the Chimney Rock Mountain, immediately contiguous. This great monolith, has become time worn, until it presents most strikingly the appearance of a gigantic chimney, and because of this likeness, it received its name. The height of this remarkable granite formation is 225 feet, being practically perpendicular. The top is 55 feet wide.

Aside from the spectacular interest of Chimney Rock itself,

date nearly 100 automobiles.

From the parking place there has been constructed about two miles of trails, stairways, and bridges, which have made the entire mountain easily accessible to the constantly increasing number of tourists who annually make the pilgrimage to Chimney Rock. The construction of the many stairways is probably the most interesting piece of work that the Chimney Rock Company has undertaken. Such stairways have sought out innumerable places of interest and points of

vantage, the crowning triumph of which is probably the one which scales the top of Chimney Rock itself. The stairway construction, though, was extended the past year to the summit of the Rock, which has added further to the thrilling interest of the climb.

A cottage hotel colony, a large restaurant feature, and other attractions, have been added for the accommodation of guests.

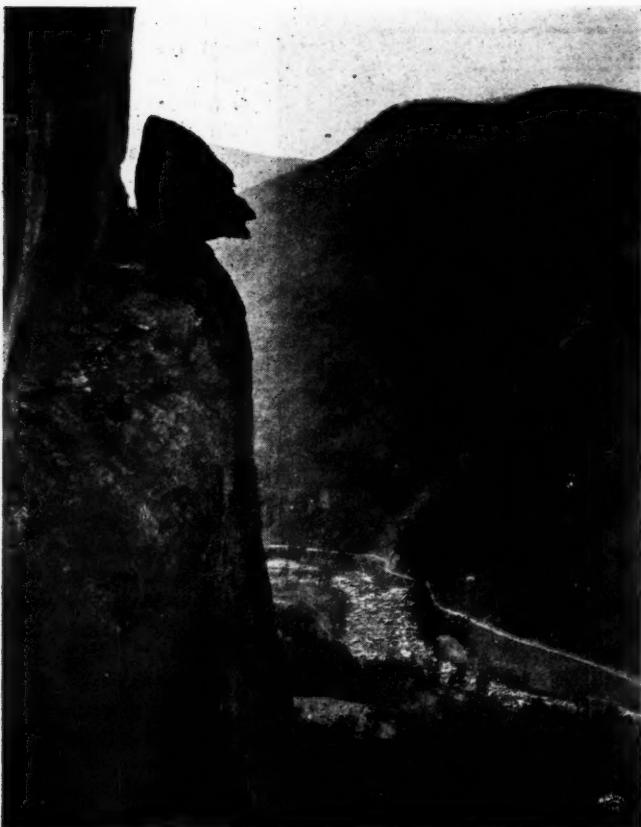
The highly interesting feature of the whole development,



HIGH PRECIPICE AT CHIMNEY ROCK.

is that over \$150,000 has been spent upon a project which would not commonly be looked upon as a business enterprise. In its developed condition, nearly every one concedes that Chimney Rock is probably the most spectacular objective for motorists that exists in the South.

During the past year some 33,000 people visited Chimney



DEVIL'S HEAD, CHIMNEY ROCK MOUNTAIN.

Rock, and it is confidently believed that not less than 40,000 will make the trip during the season of 1923. The recent patronage has been appreciably stimulated by the fine system of highways which is being built in North Carolina.

Building Activity and Industrial Development South.

During the four weeks of July the number of items on some phase of Southern industrial development or other activity, as published in the construction columns of the DAILY BULLETIN and MANUFACTURERS RECORD totaled 4766, bringing the total for the first seven months of 1923 to 34,591. The total for last month includes 2329 industrial development and 1272 building items. In addition there were 440 financial announcements and 628 machinery, proposals and supplies wanted notices.

In July, 1922, the number of items published was 4474, while the total for the first seven months of last year was 34,625.

The detailed figures for last month and for the first seven months of 1923 are as follows:

	Totals for July	Totals for January-July (Inc.)
Airplane Plants, Stations, etc.	0	4
Bridges, Culverts, Viaducts	301	1632
Canning Plants	9	131
Clayworking Plants	6	79
Coal Mines and Coke Ovens	20	267
Concrete and Cement Plants	10	59
Cotton Compresses and Gins	27	160
Cottonseed Oil Mills	9	30
Drainage and Irrigation	21	102
Electric Light and Power Plants	68	501
Fertilizer Plants	6	48
Flour, Feed and Meal Mills	15	121
Foundry and Machine Plants	13	175
Gas and Oil Developments	86	601
Ice and Cold Storage Plants	28	204
Iron and Steel Plants	1	15
Land Developments	161	1183
Lumber Enterprises	40	423
Metal-Working Plants	1	143
Mining	20	162
Miscellaneous Construction	59	304
Miscellaneous Enterprises	448	2866
Motor Cars, Garages, Tires, etc.	106	816
Railways and Street Railways	14	63
Railway Shops, Terminals, Roundhouses, etc.	6	30
Road and Street Construction	589	4942
Sewer Construction	89	580
Shipbuilding Plants	0	8
Telephone Systems	17	116
Textile Mills	45	383
Water-Works	97	635
Woodworking	17	303
	2329	17,086
Building		
Association and Fraternal	39	224
Bank and Office	51	443
Churches	114	884
City and County	71	288
Courthouses	0	46
Dwellings	220	1976
Government and State	32	81
Hospitals, Sanitariums, etc.	46	268
Hotels and Apartments	105	882
Miscellaneous	53	270
Railway Stations, Sheds, etc.	4	75
Schools	336	1816
Stores	143	939
Theaters	23	105
Warehouses	35	240
	1272	8537
Financial		
Corporations	90	642
New Securities	350	2490
	440	3132
Machinery, Proposals and Supplies Wanted	628	4861
TOTALS	4669	33,616
Fire Damage	97	975
	4766	34,591

Enlarging Power House in South Carolina.

The South Carolina Gas & Electric Co., Spartanburg, S. C., is enlarging its power house at the hydro-electric plant at Gaston Shoals, S. C. It will install a new vertical shaft water wheel to a directly connected 2500 K. W. generator, in order to improve the plant efficiency.

J. E. Sirrine & Co., of Greenville, are the engineers.

Tremendous Building Increase in South This Year.

LOWER COST OF LABOR AND MATERIALS THAN IN OTHER SECTIONS.

An impressive display is made of Southern advancement and enterprise in the semi-annual building survey of G. L. Miller & Co., of Atlanta, Ga., which appeared in many Southern daily papers on August 12. This review of building construction, which is for the first six months of 1923, covers nearly four full pages of these newspapers. Mr. Miller, president of the firm, says:

"After establishing new high records during the peak building year of 1922, records that were supposed to stand for several years to come, the cities of the sixteen southern states came back during the first six months of 1923 and not only created new high figures but went ahead of last year by almost one hundred million dollars.

"Reports received from 127 cities and towns from Maryland to Texas indicate that the official building permits issued reached the huge total of \$302,441,708, which bettered the 1922 record by 35 per cent. When it is realized that these figures are conceded to be from 20 to 30 per cent under the actual cost of the construction, it will be seen that approximately \$400,000,000 was spent within the incorporate limits of these cities.

"The totals do not account for the building outside city limits or for that which has been started in the smaller centers and isolated industrial villages. It gives no hint of such great developments as the five million dollar investment begun at Groce, S. C., by the Pacific mills, or a score of other industrial investments ranging from one to ten millions in other small centers.

"In fact, the value of all contracts awarded in this territory, exclusive of Texas, as reported by the F. W. Dodge corporation in statistics especially prepared for this survey, amount to the stupendous total of \$510,996,000. It is estimated that Texas construction reached at least a hundred millions, which would place all southern building totals at more than six hundred millions for the six months' period."

As to relative increases over last year Georgia shows very nearly 70 per cent, and in Atlanta the increase was slightly over 100 per cent. Missouri comes second with an increase of a little more than 62½ per cent, the increase in St. Louis alone having been over 83 per cent. Mississippi had close to 60 per cent (59.3); Florida, 47.7 per cent; Alabama, 47.2 per cent; West Virginia, 46.8 per cent; Tennessee, 46.7 per cent; Texas, 42.3 per cent, and North Carolina, 40.7 per cent, each of these states having exceeded the average percentage of gain for the whole South.

Thirty per cent of all contracts for buildings were to provide housing for the rapidly increasing population and the lack of homes still continues. Next in size were the totals for public utilities and public works, while next in size of aggregates were contracts for industrial buildings, commercial structures, schools, etc.

"Nothing," says Mr. Miller, in conclusion, "could furnish a surer index of Southern prosperity and Southern progress than the results of the present survey. The mammoth textile expansion program, the numerous large plants to house all kinds of industrial developments, the thousands of homes that are being built, the large and modern apartment buildings which are providing every detail of luxury and convenience, the palatial hotels which are arising in every city of any size and well as in the resort centers—all these bear irrefutable witness to the strides which are now being made.

"The most interesting feature of this whole story is that the present rate of progress shows no sign of abating. Indicated building for the second six months reveals the fact that practically every city will either hold its own or else

build even more largely during the second six months of the year."

Elsewhere the survey remarks extensively upon the moderate costs of building construction in the South, as follows:

"Building costs in the Southern states are 24.7 per cent less than in the cities of the north. A thorough compilation of the principal items entering into construction expense, drawn both from the leading cities of the east and north, and the principal contractors of the south, reveal the startling fact that southern property owners are in far more favorable situation to meet the increasing demands for buildings of every nature than are their northern brethren.

"This will explain, in large measure, why this third semi-annual survey of building in the southern field is able to show the startling gains which have been registered this year over the greatest building year that this section has ever known, at the same time that the papers and magazines of the east and north are full of reports showing a buyers' strike in progress, and many millions of dollars in construction being postponed until more favorable conditions are to be had.

"It also explains, in great measure, why capital has been secured with which to finance the tremendous undertakings which have been put under way during the period; for builders in the south are not faced with the same speculative element which enters into any work that may be projected in the north at the present time. * * *

"It is estimated that material costs are 60 per cent of construction totals, while labor accounts for the remaining 40 per cent of expense. The principal items of materials are produced generally throughout the southern field, particularly southern pine and other common lumbers, brick and hollow tile. Being at the base of these supplies, freight rates are reduced to a minimum, and the labor involved in the production of these materials is cheaper than in other sections.

"The few items, produced principally in the north, which show a greater cost to Southern builders, are those which figure least in total construction costs, such as structural steel, plaster and cement.

"In the matter of labor, the difference between the two sections is even more marked. Because of cheaper living conditions, absence of cold winters and ample manpower for the work, wages in the South are far below those existing in the North, and since labor plays such an important part in the total cost a highly favorable balance is created. * * *

"No better illustration of the effect of building on business can be had than the recent recovery from the business slump of 1920-1921. The first forward step which led out of the depression of business in general was the revival of building. Beginning in the summer of 1921 and working up with accumulated force during the succeeding months, building took the lead, and the available capital so released for general circulation was the most important contributing item in the return to normalcy." * * *

"In the South, no unusual slump from present building costs may be anticipated for some time to come. The market for new structures is growing in strength, while rents are much more stabilized than in other sections. The estimated increase in population, based on present growth, assures a continued demand for new buildings in the future.

"Nothing can be gained by postponement. A building that is not erected this year will be all the more badly needed next year, and more buildings in addition. A slackening of the present pace will merely result in future congestion and mounting costs as soon as the needs are met."

Uphold Independence.

From an Address by Ex-Senator Albert J. Beveridge, at a Banquet of General Officers, Sons of the Revolution, in Boston on Bunker Hill Day, June 18, 1923.

Thank God for Bunker Hill! It meant the American nation. If the matters seemingly in dispute between Great Britain and her American colonies had been submitted to an international court, there would have been no Bunker Hill, no Valley Forge, no Yorktown; the United States never would have existed; and America would be a part of the British empire today.

If anybody denies that an international court must and would have decided against us in the beginning, can anybody doubt that such a tribunal, or any form of peace league, must and would have held us to be in the wrong when we scorned the British advances in 1778?

They offered to right every grievance we had complained of; the British Parliament actually repealed the laws that had been most offensive to the colonies; every American contention was conceded—excepting only American independence. Indeed, practical independence was proposed, provided we would haul down the American flag, and consent to remain merely a nominal part of the British empire.

If the founding of a separate and absolutely independent nation was not the end really fought for, then, after 1778, the British had solid ground for their bitter denunciation of Washington and the American patriots for continuing the war; any international court must and would have decided against us; and if an association of nations for the maintenance of peace had then existed, it would have been bound to support the British and suppress the Americans.

Today all the ancient international devices that ever have been advanced—and every one of them has been urged many times in the past—are once more put forward as though they were something new. Without discussing the merits of these age-old plans, this basic fact may be pointed out:

Every one of them has as its object, purpose, and, if successful, its admitted effect, the maintenance of the *status quo* of the world.

So, in passing upon any or all these schemes, let us have clearly in mind that the simple issue is whether the American nation wishes to pledge itself to help keep all European and Asiatic boundaries and arrangements as they now are.

Or, narrow the question still more: Is the treaty of Versailles the last word in human wisdom and justice, instead of being what that admirable scholar and statesman, the late Lord Bryce, called it, the last word in folly and unrighteousness? Before deciding, might it not be well to read that document which contains more than one hundred thousand words, and, as yet, has been read by very few Americans, studied by fewer still, and understood by a yet smaller number?

Foreign propaganda is America's greatest danger—foreign propaganda conducted with infinite craft, yet with infinite boldness; heavily financed, and financed, too, with borrowed American money. It operates through "society," the pulpit, the stage, the screen, the school, the lecture platform; and some make so bold as to say that even the American press has been invaded.

As a matter of common sense, let us have clearly in mind all the time these obvious truths:

1. Foreign propagandists work exclusively for the interests of the government that sends them among us, and never for the interests of America.

2. It is a first condition of success of these propagandists to make us believe that the interests of their country and America are identical interests.

In order to "play our part" abroad more promptly, it is proposed to give our government greater power to deal with

foreign affairs. Fatal error! Instead, all government in America should be restricted in every direction, rather than inflated in any direction. Government supervision of, and interference with human life and activities in the United States, bids fair to break down our entire experiment in popular self-rule.

Consider this appalling fact! One adult person out of every twenty persons engaged in business or industry in this country is a government agent, official or employe—I mean, of course, all government, county, city, state and national. Sometime before the civil war the ratio was only one in a thousand; in the Cleveland administration, the ratio had risen to one in a hundred; today the ratio is one in twenty; within a few years, if the same change in proportion goes on, the ratio will be one in ten.

Today all the gold known to exist in the whole world would barely pay the total cost of government in America for only a single year. Small wonder that taxes are so high. Small wonder that the spirit of revolt is spreading against government regimentation of everybody and everything.

Another astounding fact, twin sister of the first, is that Americans are by law forbidden to do more things, and, by law, forced to do more things in more ways than were the Russian people under the Czar, or the German people under the Kaiser.

Moreover, nearly all of these repressive, oppressive and autocratic laws and regulations have been forced on the statute books by selfish minorities of whom our lawmakers and administrators are in terror. Take, for example, our restrictive business laws and our tax legislation: the reports, regulations, restrictions, inhibitions and directions to which American industry and trade must submit, are not only maddening, but well-nigh beyond human comprehension.

When, in a supposedly free and enlightened country, honorable and intelligent men and women can not understand what is required of them by the tax laws; when they must go to lawyers to find out what they must do and pay; when even these lawyers must keep pace with a stream of executive interpretations, which executive interpretations, constantly changing, have the force of congressional legislation; when the government must maintain a vast training school for the instruction of government clerks in the auditing of tax accounts—when such a condition exists, the critical need of the times is not more government, but less government—decidedly less government, and most decidedly less autocratic government.

A dozen years ago that eminent scholar and now distinguished journalist, Dr. John Finley, publicly called attention to the fact that 104 new public commissions had, even then, been created by the various states in a single year. This bureau breeding has gone on ever since with increasing fecundity; and, with the multiplication of these tentacles of government, up goes the cost of government, up go taxes and down goes liberty.

America would be better off as a country, and Americans happier and more prosperous as a people, if half of our government boards, bureaus and commissions were abolished, hundreds of thousands of our government officials, agents and employes were discharged, and two-thirds of our government regulations, restrictions and inhibitions were removed.

To Begin Construction on New 12-Story Battery Park Hotel.

Asheville, N. C.—Construction will soon begin on the new hotel to be erected here by Dr. E. W. Grove, of Asheville and St. Louis, to replace the Battery Park Hotel. It will be of fireproof construction, 12 stories, 90 by 100 feet, and will cost about \$600,000. W. L. Stoddart, of New York, is the architect. J. M. Geary, of Asheville, the construction engineer, is receiving sub-bids.

A Dixie Town at Work for Righteousness.

By ALLAN NICHOLSON, Editor Progress, Union, S. C.

"Every town has something its people are particularly interested in. In some towns it is politics; in others it is sports; in still others it is gossip, but when you come to Union, South Carolina, practically all you hear and all the people talk about is religion and the well known evangelist, Gipsy Smith, Jr."

Such is the statement of many a traveling man whose business takes him into the "Palmetto State."

"I have been in Christian work for sixteen years. I have been in many states in the union, but I have never been in any other place where the people are, practically to a man, showing more genuine interest and earnest activity in religious work than in Union, South Carolina."

This declaration was recently made by Ensign Davis, of the Salvation Army, who has seen men and knows men and their religious activities in many places.

"You will not know Union when you are able to be out again. Since the Gipsy Smith meeting the whole town is as good as the Puritans would want it. During my service overseas I heard more chaplains in the army indulge in profanity than I have heard in Union in a month."

Thus wrote a former officer in the United States Army, an earnest Christian, who served in France and Germany during the World War, and this picture that he drew in his letter to the writer, who was then in a hospital, seems in no way overdrawn, judging by authentic reports coming from many sources.

Union was not the worst town in the world. No such idea must be had, but like many other towns after the World War, the spirit of unrest, the spirit of desire for material gain, was so great that a spiritual deterioration became widely and noticeably in evidence.

For a year or more, not only those who were engaged in all forms of vice and immorality became bolder, but an appalling negligence and laxity became apparent among Christians and church members, until so far as the mode of living was concerned, the dividing line between the world and church was so well-nigh obscured that mere contact with adherents of either would not show a difference.

The first step towards the re-awakening of interest in religion in Union was when Billy Sunday, in the early part of 1922 came to a nearby town. His personality and messages were soon the talk of all the surrounding counties. Special trains were run, and hundreds of persons went on them and by automobiles to attend his services. The people of Union became interested. The Billy Sunday meetings caused many persons to view the matter of Christian obligations and service from a different angle.

A short while after this, a leading business man from Union heard Gipsy Smith, Jr., in New York City, and was so impressed that on his return home, the Young Men's Business League in co-operation with the ministers of the city tendered an official invitation to Mr. Smith to come to Union and conduct a month's series of meetings in November, which date it was understood he had open. The invitation was accepted, and in a short while active plans were begun by local committees. Prayer meetings were arranged for, and press and pulpit urged that every one engage in daily prayer that the power of the gospel might be manifested when Mr. Smith presented his messages. A tabernacle seating approximately 4500 people was erected near the center of the city, and almost from the outset of the meeting the building was filled.

For two weeks Mr. Smith preached to the church members, those who were professing Christians, using the Bible only as his text book, but making everything so clear, and facts so plain that it seemed no one who heard him could help being stirred. But if the folks were stirred, they did not show

it. In spite of all the prayers that had been offered for weeks and months there was no visible effect except in the increasing attendance.

Gipsy Smith, after he had been preaching over two weeks, was unquestionably discouraged. Visiting the writer at his room in the hospital, he admitted that such was the case, but was urged to prove the faith he was preaching by continuing to the end of the proposed series, on the belief that within two nights there would be a decided turn and that praying Christians would see their hopes realized. Mr. Smith agreed to this, and for two nights, even more earnestly than before, he preached Christ. On the second evening he extended an invitation. A number accepted. This evidence of interest so encouraged him that he continued with more fervent prayer and preaching. The next night the invitation was repeated, and then the awakening was demonstrated for by ones, twos and dozens, men and women came forward. Church members came and avowed Christians, and those who had been open scoffers and utterly indifferent to everything religious.

The effect was electrical. The next day everyone in town was talking about it. The news spread throughout the county. Interest increased by leaps and bounds, until everyone in town, in stores, in offices, on the streets, in homes, everywhere people were moved and were praying and talking religion.

And since the meeting closed, what has happened? Every church in the county has been greatly strengthened spiritually and numerically. Most surprising perhaps of all is that the largest per cent of those who have joined the churches and taken up active work, are men. Young men, virile men, men of affairs, and in every walk of life.

These men have not only united with the church and made open declarations of their faith in Christ and their intention to serve him, but they have gone actively, earnestly and unquestionably to work. The Gipsy Smith Club was organized, and now every Friday morning between the hour of 9 and 9.30 o'clock, almost every place of business is either closed or has its representatives at a prayer meeting exclusively for men and conducted by men, while in another building business women gather at the same time for prayer, praise and Bible study. These meetings are not attended by a few. There are scores of men present every Friday morning and they represent every department of human service, among them being bankers, mill men, lawyers, physicians, dentists, railroad men, merchants, clerks and ministers. These men not only meet, but speak and pray, many of them having never done such before. They give their experiences, and these experiences have untold effect in helping and strengthening others. They tell what they are trying to do. Their very faces and conduct give evidence of the change in their lives and their purpose to give better service for Christ and His cause.

Besides these prayer meetings, teams have been organized and hold services in the county jail, county home, county chain gang, and now they are reaching out still further and will conduct Sunday school, will go to vacant churches where the pastor can preach only once a month, and there hold services, and thus spiritually and in all possible practical ways they are giving evidence of their faith and desire for earnest Christian service.

As an illustration of the way in which the meetings are being advertised the following appeared in a recent issue of an afternoon paper, the afternoon preceding a morning's meeting, and was signed by prominent men:

"\$5 reward for the man who attends men's prayer meet-

ing Friday morning and says he did not receive a blessing. Men, lay aside your work for 30 minutes and praise God for what he has done. You know shrouds have no pockets. You will be called some day to lay down your business; will you be ready? Think it over. Team No. 4 will lead. Come."

There were also prayer meetings for the home-makers, and it may be said here that those who moved in the social set and thought that card playing and dancing were the most desirable forms of entertainment, have voluntarily given up such recreation, and the organizations are now devoted to the study of literature and music.

Of course every man and woman in the county has not yet been touched. There are still those who violate the laws of God and man, but the town is not so far lost as it was a year ago. The spirit of the whole community has been so changed. There are possibilities for other communities having a like uplifting, a like energizing, a like recruiting for service of the men and women of their community, if the Christians, irrespective of denominational affiliations will untiringly and heartily beseech God to give a powerful manifestation of His power in convincing and converting men and women, and enabling them to change their mode of living from that which is at variance with the will of God, to that which will be in accord with His Divine purpose. Then in the course of time every community will have the common motto, "At work for Christ."

Chemical Company to Erect \$600,000 Building.

Memphis, Tenn.—Plans are being developed by the Plough Chemical Co. of this city for increasing its capital stock from \$2,500,000 to \$7,500,000 and for the erection of a new building to cost \$600,000. The company manufactures proprietary medicines and the new building will be erected to provide adequate space for its operations.

The structure will be of fireproof steel, brick and concrete construction, and will contain 160,000 square feet of floor space. A sprinkler system will be installed.

Monthly Report of Steel Ingot Production.

The basis of the monthly report of the American Iron and Steel Institute on steel ingot production was changed in June by including reports from a larger number of companies so that the figures represent over 95 per cent of the total production. The reports for previous months of 1923 have been revised and put upon this new basis.

MONTHLY PRODUCTION OF STEEL INGOTS, JANUARY, 1922, TO DECEMBER, 1922.

Reported by companies which made 84.15 per cent of the steel ingot production in 1922.

Months 1922	Open- hearth	Bessemer	All Other	Monthly Production Companies Reporting	Calculated Monthly Production		No. of Working Days	Approximate Daily Production Companies Gross Tons
					All Companies	Companies		
January	1,260,809	331,851	822	1,593,482	1,891,857	26	72,764	
February	1,395,835	348,571	616	1,745,022	2,071,772	24	86,324	
March	1,918,570	451,386	795	2,370,751	2,814,667	27	104,247	
April	1,997,465	445,939	1,109	2,444,513	2,902,240	25	116,090	
May	2,214,774	494,893	1,474	2,711,141	3,218,794	27	119,215	
June	2,143,708	487,851	2,918	2,634,477	3,127,775	26	120,299	
July	2,020,572	464,047	2,485	2,487,104	2,952,806	25	118,112	
August	1,807,310	404,379	2,893	2,214,582	2,629,256	27	97,380	
September	1,911,147	460,127	2,505	2,373,719	2,818,261	26	108,395	
October	2,352,207	518,010	2,198	2,872,415	3,410,265	26	131,164	
November	2,360,903	525,945	2,449	2,889,297	3,430,309	26	131,935	
December	2,241,104	536,214	2,572	2,779,890	3,300,416	25	132,017	
Total	23,624,404	5,469,213	22,836	29,116,453	34,568,418	310	111,511	

MONTHLY PRODUCTION OF STEEL INGOTS, JANUARY, 1923, TO JULY, 1923.

Reported for 1923 by companies which made 95.35 per cent of the steel ingot production in 1922.

Months 1923	Open- hearth	Bessemer	All Other	Monthly Production Companies Reporting	Calculated Monthly Production		No. of Working Days	Approximate Daily Production Companies Gross Tons
					All Companies	Companies		
January	2,906,892	728,270	9,467	3,644,629	3,822,369	27	141,569	
February	2,613,564	669,903	10,797	3,294,264	3,454,918	24	143,955	
March	3,046,309	799,525	12,841	3,858,675	4,046,854	27	149,883	
April	2,974,579	772,485	13,933	3,760,997	3,944,412	25	157,776	
May	3,136,558	847,418	16,719	4,000,695	4,195,800	27	155,400	
June	2,821,239	737,845	15,483	3,574,567	3,748,890	26	144,188	
July	2,660,094	680,884	11,496	3,352,474	3,515,966	25	140,639	
7 Months	20,159,235	5,236,330	90,736	25,486,301	26,729,209	181	147,675	

West Virginia Increasing Its Coal Output, But Price Reported as Below Cost of Production.

Charleston, W. Va., August 11—[Special]—Neither a miner's strike nor a buyers' strike has had the effect of materially curtailing coal production in northern West Virginia. Just about a year ago mines in the closed-shop classification in this state were not producing because of the nation-wide strike of union miners, yet that failed to curtail production until the shopmen's strike crippled transportation facilities, because non-union mines at that time were able by speeding up production, not being under the dominion of the union, to offset the losses sustained by reason of the enforced idleness at unionized plants.

Today there is a strike on the part of the buyers in many sections of the country, as there has been for several months and yet that also has failed to curtail the production of coal in West Virginia. Paradoxical as it may seem, coal production is on a larger scale at present than during periods of greater market activity and higher prices, for in recent weeks production has not been far short of 2,000,000 tons a week, a survey of the mining fields of West Virginia goes to show. Such a situation is paradoxical because fully half the mines in some parts of the state at least are not producing coal. But this is what has happened: where heretofore two mines, for example have been receiving five cars each per day, one mine is now receiving ten.

Increased production in the face of unfavorable market conditions is due to two factors. In the first place railroads serving West Virginia mines—the Baltimore & Ohio, Norfolk & Western, Virginian, Kanawha & Michigan, Western Maryland, Monongahela, and others—have actually had more coal carrying equipment at their disposal in view of mine idleness throughout the country. In the next place, the railroads mentioned have made much progress since the first of the year in rehabilitating their coal-carrying equipment and they are continuing that policy in anticipation of a resumption of demand after September 1. As an example, the Western Maryland Railway is, at its Elkins, W. Va. shops alone where 265 men are employed, rebuilding steel coal carrying cars at the rate of 20 cars a month and the ordinary type of freight car at the rate of 20 cars a month. These are being rebuilt with new material. It is simply a species of replacement. What the Western Maryland is doing other carriers are doing.

Where it was the labor question a year ago which forced a suspension of operation at so many mines, today it is a question of price. The more efficiently organized mines, the mines where modern machinery is in use and production cost is at the minimum continue to operate. The smaller mines, not being able to compete, are closed down.

A very large proportion of the coal now being produced in West Virginia is going to the lakes, and retail yards are stocking heavily in many sections of the country. A heavy tonnage of smokeless is being shipped to Hampton Roads over the Chesapeake & Ohio, Norfolk & Western and Virginian and reshipped to New England.

The farmer and the coal producer, investigation discloses, have much in common. Each is selling his product, as a rule, at a price below the cost of production. Carrying the comparison still further each has a high labor cost to contend with and each is called upon to pay prices for materials which enter into production totally out of proportion to the price received for the finished product. There is this difference, however, between the farmer and the coal producer. One is the object of tender solicitude on the part of Congress and state legislative bodies and the other is the object of drastic regulation and even attempted control, exercised through the Interstate Commerce Commission and other governmental agencies as exemplified in the recent

decision of the Commission denying the Virginian Railroad the right to construct a spur of a mile and a half on the ground that there were too many mines already in existence.

Whatever may be the price the ultimate consumer is paying for his coal the price at the mine is now about on the following scale, subject to slight fluctuations: Smokeless—lump and egg, from \$5.50 to \$6; run of mine, from \$3 to \$2.25; nut and slack, from \$2.25 to \$2.50; high volatile lump, from \$2.75 to \$3.25; egg, from \$2 to \$2.25; run of mine, from \$1.50 to \$1.85; nut and slack, from 80 cents to \$1.25 a ton.

President Kurn Reports Increasing Prosperity Along the "Frisco" System Lines.

By J. M. KURN, President, St. Louis & San Francisco Railway.

There are unlimited opportunities and ever increasing prosperity for the South and Southwest, in the expansion and growth of the fruit and trucking industry in that territory.

No fear need at any time be felt as to the future of the South and that section is growing richer and richer each day, offering new inducements to the man looking for a suitable and profitable field in which to locate.

Foodstuffs of almost every variety are being grown in increasing amounts in the South and this spells only prosperity for the people of that section. There has been no appreciable emigration of negroes to other portions of the country and labor is plentiful.

Indicative of the growth of the Southwest and the financial returns possible to farmers and truck men in that region some figures are interesting and enlightening. During the season of 1922 the Frisco Lines handled 1919 cars of strawberries. The average number of crates of berries to the car is 420 and the average price received by growers last year was \$2.55 per crate, which means that \$1070 for each car, or, in round numbers, approximately \$2,000,000 was netted the growers of this variety of berry in the territory served by the Frisco.

Taking into further consideration the cost of the crates and the money paid for picking, that would approximate a total of \$2,000,000 brought into Frisco territory alone through the production of this one crop.

The town of Springdale, Ark., alone last season handled 234 cars of strawberries, bringing into that community more than \$234,000. The price paid for the picking of berries last season averaged three cents per quart or approximately \$300 a car. In other words, men, women and children in Springdale territory, picking strawberries, were paid over \$70,000 and a large proportion of this was spent in that community and resulted in increased business for the merchants, local dealers and others in that territory and at a time of year when business otherwise might have been rather slack.

From Southeast Missouri and Northeast Arkansas last season the Frisco shipped 1402 cars of watermelons, a light crop because of weather conditions. As the average price was about \$100 a car this shipment brought into the Frisco territory approximately \$140,000.

From Missouri, Arkansas and Oklahoma, in Frisco territory, there were shipped 693 cars of peaches, the average price to the growers being \$750, which means that a total of \$519,750 was brought into that territory from this source alone.

In the territory served, in shipping channels, through Ft. Smith, Ark., and Ft. Gibson, Okla., the Frisco shipped 409 cars of potatoes—of the regular or Irish variety—at an average price of \$500 a car, or a total of more than \$200,000 realized on this one crop in that territory.

During the same season the Frisco handled 56 cars of

grapes from its Ozark district at an average price of about \$700 or nearly \$40,000 net for the growers. The grape industry is fast becoming one of the most important in the Ozark territory and plans are now under way for a tremendous expansion of activities along this direction. The Welch Grape Juice Company erected during that year the first unit of a factory at Springdale, Ark., and this proved a great incentive to the further growth of grape growing in that territory.

Of apples the Frisco had approximately 2900 cars, and figures based on estimates made this season show that the 1923 crop will very greatly exceed this. These sold at an average price of \$500 a car, bringing into the apple territory approximately \$1,450,000.

Sweet potatoes played their part, 85 cars being shipped at an average price of \$500 a car or a total of \$42,500 from this product to the growers in the South and Southwest.

In addition to the commodities named, there were many cars of tomatoes, cucumbers, onions, beans, cherries and berries of all varieties which brought in considerable money to the growers of fruits and vegetables in the Ozarks and the territory South.

The influence of these constantly growing crops upon Southern agriculture and prosperity is marked, and one cannot but see, upon examination of the figures or upon visiting the South, the wonderful changes that are constantly taking place, due principally to the fact that the growers of that section have learned the value and profit of diversified growing and that there is "big money" in fruit and vegetable growing.

There is a vast empire of undeveloped wealth in the South and the people have awakened to this fact and are striving hard to realize the full benefits possible from their soil. I have the utmost faith and confidence in the continued growth and the future great prosperity of the South. The men in other sections who fail to realize the great avenues open to them in doing business with the South are overlooking wonderful opportunities.

How Union Miners by Murder and Other Criminalities Sought to Rule West Virginia Coal Interests.

Charleston, W. Va., August 13—[Special]—There have been two important developments in West Virginia within the last week which shed light on the efforts of the United Mine Workers to organize the mines of southern West Virginia and which illustrate the lengths to which the organization will go to accomplish that end.

The first was the indictment on August 9 of H. R. Harrah, foreman of the jury which tried William Blizzard, president of sub-district 2, District 17, United Mine Workers of America, leader of the armed march against Logan county in September, 1921, and which was unable to agree on a verdict. The grand jury of Greenbrier county in returning an indictment against Harrah charges not only that he was bribed to the extent of \$600 or \$700 to "hang" the jury but that he was employed after the end of the first Blizzard trial at the rate of \$20 a day to influence the members of the panel called for the second trial, and with attempting to bribe Dan Beckner, a member of that panel. In every county to which the cases against participants in the civil war of 1921 have been transferred under a change of venue either the American Civil Liberties Union has circulated propaganda to influence juries or else other methods have been resorted to to defeat the ends of justice.

Another important development has been the publication of notices to the effect that Tony Stafford, at one time an organizer of the United Mine Workers of America, would seek executive clemency. He is now serving a five-year sentence in the state penitentiary for the part he played in

shooting up the mines of the E. E. White Coal Company at Glen White in November, 1917, in the midst of the war. An interesting commentary is that Stafford is an unnaturalized Italian.

Stafford first appeared in West Virginia as a national organizer of the United Mine Workers of America during the Paint and Cabin Creek strikes of 1912 and 1913. He was at that time arrested by the military authorities, convicted and sent to the penitentiary but was pardoned later. Stafford next put in an appearance at Elverton, W. Va., in the New River district and was alleged to have been the leader in connection with the shooting up of that property in 1915.

As showing the lengths however to which representatives of the union were willing to go, Stafford sought to organize the miners of the E. E. White Coal Company in 1917 and to force a strike at the plants of that company in 1917. When he failed to make any headway, he organized a party of men who proceeded to shoot up the camp, waiting one afternoon until the men came up in cages from the bottom of the mine shaft and then opening fire upon them. Stafford was finally ascertained to have been the ring-leader in the shooting, was arrested, placed on trial and convicted, his defense being undertaken through the financial assistance of District 29, United Mine Workers. Deportation proceedings are also pending against him and when he is released from prison, whenever that may be, he will be deported as an undesirable citizen.

Another instance resorted to by the miners to prevent the operation of an open shop mine was at Willis Branch, where for over a period of about two years, union miners from an adjacent mine would gather on nearby ridges at night and fire into the houses occupied by non-union miners, their wives and children. The sub-station at the plant was blown up and the tipple burned down. It became necessary to construct dug-outs under the houses. The company office and store was riddled with bullets and it was even necessary to construct a piece of sheet iron around three sides of the bed of the superintendent to prevent his being killed.

As a result of the campaign waged by the union, the plant was finally shut down. Later a number of men were convicted for their complicity in the crime and the Willis Branch Coal Company sued the United Mine Workers international organization for \$1,000,000 in the federal court. As showing the responsibility felt by the union, the United Mine Workers organization settled with the Willis Branch Coal Company not long ago by paying over to the coal company what is said to have been approximately \$400,000 for damage and loss of business.

Although the Willis Branch was the only mine in one section for a long time operated on an open shop basis, now all the mines in the New River field are operated on such a basis and District 29, of the United Mine Workers, has ceased to function as a separate district. The check-off was never popular there even among the union miners and even when the scale committee of district 29 forced the operators to accept it in 1919, it was with difficulty that the miners were induced to ratify it, if they ever actually did do so.

Bids Wanted for Building Five Structures at Caswell Training School.

Kinston, N. C.—The Caswell Training School here of which Dr. C. Banks McNairy is superintendent, will receive bids until August 20 to erect five buildings, including a hospital, boys' industrial building, girls' industrial building, cold storage building, mule barn and implement shed, with plumbing and electrical work. Other mechanical equipment will be awarded under separate contracts. Plans and specifications for the buildings are at the office of H. A. Underwood, engineer, Raleigh.

OVERWHELMING REJECTION OF SIR CHARLES MACARA'S SCHEME BY LANCASHIRE SPINNERS.

Sir Charles Not in Good Humor Denounces His Opponents.

Manchester, Eng., Aug. 1.—[Special]—By what can be considered as an overwhelming majority the members of the Federation of Master Cotton Spinners' Associations have rejected the proposal to form a Cotton Trade Advisory Council. The ballot of the members was taken on the number of spindles, with the following result:

For, 25.38 per cent; against, 56.66 per cent; no reply, 17.96 per cent.

The ballot represented roughly 14,000,000 spindles for, 31,000,000 against, and over 10,000,000 spindles did not vote, which shows a majority of over two to one against the scheme.

The original home of the Advisory Council was the Provisional Emergency Cotton Committee, of which Sir Charles Macara is the chairman. That Committee desired an organization which would control production, and which would have power to impose a levy on those employers working longer hours than what was considered right. The Council would also fix the selling prices.

The result has caused no surprise in the industry, although the promoters of the scheme express great disappointment. Following the announcement of the result, the full General Committee of the Federation passed a resolution, with one dissentient, that no further action be taken in the matter.

The Manchester Daily Dispatch states: "Thus ends an important chapter in the cotton trade's history; a chapter in which more than once a split in the harmony of the industry was threatened. The trade is still in a serious condition, and needs the constant attention of those who have been given a mandate to do so. At the same time they must not rest on their oars; how the trade is to be lifted from the morass into which it has fallen has still to be solved—and quickly."

Interviewed regarding the adverse vote, Sir Charles Macara, the Chairman of the Provisional Emergency Committee, who wanted the Control Board, stated that:

"He had reluctantly come to the conclusion that those who are now controlling the trade have shown themselves incompetent to deal with the very grave crisis through which the industry is passing, especially in view of their own declaration that nothing but ruin faced the industry.

"Now that the Federation had rejected the Joint Council the outlook seems gloomy indeed. It seems inconceivable that the hard-headed men of Lancashire can sit with folded arms watching their trade drift to ruin."

In Federation circles Sir Charles' remarks are resented and the Federation reply is that the trade on a fair vote has proclaimed that it does not want any system of control.

\$1,000,000 Belknap Building Ready for Occupancy.

Louisville, Ky., August 11—[Special]—The building of the Belknap Hardware & Manufacturing Co. here, erected at a cost of more than \$1,000,000, will soon be occupied. The company is nearly ready to move its offices; this will be done after the merchandise stocks have been re-arranged. Sample rooms will occupy the tenth floor of the new building known as warehouse No. 12, this floor to be fitted out with entirely new samples and equipment. The three upper floors of the building will be covered with Battleship linoleum.

Offices will contain about 57,000 feet of floor space on the eleventh floor which will be, with some other parts of the building, artificially ventilated by a pressure and exhaust fan system. It is planned to feed 600 people in the cafeteria on the twelfth floor, and equipment for this, including a

carbon dioxide refrigerating plant is now being installed. Facilities for the new structure include eight elevators, a pneumatic tube system, automatic telephone system, spiral chutes and automatic conveying machinery.

Dimensions of the structure are 282 by 204 feet, 13 stories, containing more than 12,000,000 cubic feet and a floor space of 758,000 square feet. The new power plant is in a separate building connected by bridges with warehouses No. 6 and 12. It is on a site 90 by 100 feet and is equipped with 1200 horse power water tube boilers, self feed automatic stokers of 350 tons capacity, General Electric turbine generator sets with a capacity of 800 kw., 110 volt direct current. Both buildings are fireproof and equipped with automatic sprinklers and steel sash. Graham, Anderson, Probst & White of Chicago are the architects and the Struck Construction Co. of Louisville is the general contractor.

Legislation Enacted for Cigar and Cigarette Tax—To Build Sanitarium from Funds Raised.

Atlanta, Ga., August 9—[Special]—House bill number 227, providing for a ten per cent tax on all cigars and cigarettes sold at retail in the state of Georgia passed the Georgia house of representatives by a vote of 128 to 60 late this afternoon.

Passage of the measure came after an all-day debate.

The bill, as passed, provides that for the years 1924 and 1925 the sum of \$250,000 be used each year from the tax collected for the building of a new tuberculosis sanitarium at Alto, Ga., the present building then to be turned into a tubercular sanitarium for negroes.

The balance collected is to go to the payment of Confederate pensions, and after the expiration of 1925, the entire fund will be used to pay the veterans.

Various estimates, ranging from \$250,000 to \$1,250,000 were placed on the income that the tax would bring to the state. Representative Millner, author of the original bill, stated that it would yield an income of more than a million dollars a year from the sale of cigarettes alone.

It was argued that it would be impossible to collect the tax on cigars and cigarettes sold in the original package, as this would interfere with interstate commerce. This would mean that no tax could be charged where the consumer purchased his cigarettes by the carton or his cigars by the box.

Whether or not this argument will hold, however, remains a question for the courts to decide.

New \$500,000 Office Building for Asheville.

A site at the corner of Pack Square and Biltmore avenue, in Asheville, N. C., has been leased by L. B. Jackson and associates of that city. They will erect a \$500,000 office building to be occupied in part by one of the Asheville banks.

Mr. Jackson wires the MANUFACTURERS RECORD: "Pack Square building to cost half million; size of lot 55 by 350 feet; building will be ten stories high on part of lot, balance three stories; fireproof construction; no architect named yet and no contract let; Central Bank & Trust Co. will remodel and occupy part of building, spending \$50,000 on improvements."

St. Louis' New \$350,000 Christian Hospital.

St. Louis, Mo.—More information is now available with reference to the erection of the \$350,000 hospital to be erected here by the Christian Hospital Association and to which the MANUFACTURERS RECORD has already referred. The building will be 40 by 120 feet and 40 by 80 feet, four stories, of reinforced concrete, with built-up roof, terazzo, tile and cork floors, steam heat from central plant, two high speed elevators, metal doors, vaults, mail chutes, steel sash and trim, wire glass, etc. Hoener, Baum & France of St. Louis are the architects. Contract has not been awarded.

THE IRON AND STEEL SITUATION

July Steel Production Shows Situation Better Than Commonly Reported.

Pittsburgh, Pa., August 13.—[Special.]—Production of steel ingots in July, as shown by the official report just issued, was at about 43,750,000 gross tons a year. This was about 2½ per cent below the rate in June and 10 per cent below the rate in April, the high record month, while it was 10 per cent above the best rate reached last year.

The interesting point about July production is that the reports in the trade very generally were to the effect that production was running much lighter than in June. The slight decrease shown might possibly all be accounted for by the fact that a few units were closed in the first week of the month.

Either the trade talk erred by assuming that production had decreased because the market had been quiet, or some mills concealed the extent of their operations, a practice not unknown when trade is quiet. At any rate the official figures show that the steel situation is better than has been commonly reported.

Repeatedly it has been claimed of late that there were no cancellations of orders or contracts or instructions to suspend shipments in steel that would amount to anything. These statements are now fully verified by the report of production, for the mills ship all they produce, and as sales were not particularly heavy for third quarter the shipments would certainly have decreased sharply if there had been much canceling or postponing. It was the second quarter for which there were such heavy purchases.

Some of the mills have had lean order books for weeks past, but even though the steel market in general has been dull there has been a fair run of buying.

The United States Steel Corporation's unfilled obligations decreased by 475,498 tons in July, against a decrease of 595,090 tons in June. Shipments decreased only slightly, say from 92 per cent of capacity in June to 89 per cent in July, and it appears that bookings, which can be estimated by comparing shipments with the change in unfilled tonnage, were about 49 per cent of capacity in June and 53 per cent in July, showing a distinct increase.

Considerably heavier buying is expected for September both because there is naturally a recovery after the two dull midsummer months and because many contracts will be running out. As most of the independents are not nearly as well filled with business as the Steel Corporation, sales policies having been different in the past few years, it will require quite a volume of business to sustain market prices, it being plain that the market requires support when the advances to the present level, earlier in the year, occurred under pressure of heavy buying, and when in the past four months or so coke, pig iron and scrap prices have declined quite sharply. Finished steel prices have held up because any mill finds it better to protect the business it has on books rather than cut prices to secure a little additional business. Later on there will be less business left on books and more business to compete for. Costs, however, will go up with the abolition of the 12-hour day and there is no basis for predicting that steel prices really will decline at any particular time. There is merely a possibility.

Scrap, coke and pig iron, the lines that have been declining for so long, all give a better account of themselves this week. The scrap market was showing a little better tone a week ago, and since then the tone has become distinctly sanguine, as to there being more buying, this causing prices automatically to stiffen, and some grades are definitely quotable higher in the week.

Connellsville coke, in its turn, has recovered from its latest

slump, when some sales were made at \$4.00, and the market is now very steady at \$4.50 for spot and prompt lots. On contract \$5.00 is quoted but consumers are not interested in contracts. Foundry coke is quotable at \$5.25 to \$5.50, as a week ago, but shows a stiffer tone, and there is somewhat more buying.

As to pig iron, reports vary. In some quarters much is made of certain alleged sales at prices below those quotable a week ago, but the sales if made were probably special in character. There is no trustworthy evidence that such purchases could be duplicated, and the market seems fairly quotable at last week's prices: Bessemer, \$26.50; basic, \$25; foundry, \$25 to \$26, f. o. b. valleys or Johnstown, with \$1.77 freight to Pittsburgh. It is true the current sales do not by any means equal the current production, but demand seems to be increasing at any rate and as furnaces are going out from time to time the market can hardly be far from being equalized as between production and consumption.

Lagging Market at Birmingham With Production Still High.

Birmingham, Ala., August 13.—[Special.]—The pig iron market in the Birmingham district still lags. The sales are few and quite far between, small lots predominating. Quotations are given at a low ebb but the larger and more active furnace interests persist in holding the price of iron up, \$27 per ton, No. 2 foundry being asked by several makers with \$24 being a low price at which some tonnage has been sold. The small lot orders are in the main for immediate, third quarter, delivery. A little business is on the books for fourth quarter. The old orders still call for considerable iron and while some consumers are asking that delivery be held up a little, which is having the effect of piling up a little iron, the production is being kept almost at peak output. The 85,000 tons of pig iron on the yards on August 1 has been increased to around 100,000 tons but this is not giving much alarm. There is a hopeful expression that in the next week or two a buying movement will start in which will come near covering the probable make of the fourth quarter. The pig iron production month after month, in Alabama now is around 235,000 tons. It has been as high as 259,000 tons.

Of the 83,000 tons of iron on yards in Alabama on August 1, upwards of 70,000 tons was foundry iron. Basic iron, which is being melted steadily was around 13,000 tons. Some of the foundry iron is off-grade and later on this will find steady sale. Furnace interests reiterate the statement that much iron on yards might be considered iron previously sold but when it is taken into consideration that delivery counts in the money transactions, the piling up becomes heavy.

No schedule is given out at this time which indicates the shutting down of one or more blast furnaces in this state. Two iron-makers have been reported as needing repairing and will have to be blown out before long. It is not improbable that one or two other furnaces will be given a rest by reason of the large surplus of iron. It is also possible that the elimination of the 12-hour day and a scarcity of common labor may make it expedient to shut down a couple of furnaces. The blast furnaces will feel the effect of the change from 12-hour day to 8-hour day but the prospects are that by August 16 there will have been additional labor assembled to make it possible to eliminate the old plan. All companies affiliating with the American Steel and Iron Institute will make the effort to eliminate the 12-hour day.

The operations at the steel mills of the Birmingham district are still steady and there is very little accumulation of the products. In some departments of the works of the Tennessee Coal, Iron & Railroad Company, there has been day and

night operation and as a consequence there has been splendid production. Announcements at the start of the month would indicate that there will be activity at the steel works through the month and through the balance of the year. While the unfilled tonnage report of the United States Steel Corporation showed a reduction, the plants of subsidiary companies in this territory apparently are well supplied with business and are moving their respective products right along. The Tennessee Coal, Iron & Railroad Company has five of its nine steel barges manufactured at Mobile out of steel produced and fabricated in Birmingham, in the federal barge service on the Warrior river, and it is announced that during this month 7000 tons of rail alone will be taken from the immediate Birmingham district to Mobile for export. Of course, there will be rail shipments of steel rail from this district to Mobile and New Orleans for export.

The pressure pipe plants of the district are working to capacity and there are steady shipments of the product. The orders in hand are being added to more or less every week and already there is work in sight through the balance of the year. Expectations are that some buying for winter delivery will begin shortly. Consumers of pressure pipe are said to have been holding off because of the uncertain pig iron market but there is indication that they will come into the market again.

The Tennessee Coal, Iron & Railroad Company has blown out the blast furnace at Bessemer which has been producing ferro-manganese, the ironmaker needing repairing. A considerable tonnage of the product has been laid by to meet all needs for some time.

Coke market continues slow, though for a few days in the past two weeks there were indications that some improvement was about to set in. Quotations are still bordering around \$8 per ton. Contract coke could be gotten under that price, by-product foundry coke at that.

The scrap iron and steel market is lifeless. The tonnage that is being moved now is on old contracts. Heavy melting steel is without activity, though the larger consumer of the product, the Gulf States Steel Co., has four open hearth furnaces in operation.

The railroads have a lot of scrap to offer but are not finding much demand. This scrap is still offered in bulk, the proposition of labor with which to assort the scrap being out of consideration.

George Gordon Crawford, president of the Tennessee Coal, Iron & Railroad Company, subsidiary of the United States Steel Corporation, will return from his European trip about the middle of next month. It is believed that his investigations abroad will develop some plans that he will introduce here. That there will be further development in the Birmingham district by the Steel Corporation is not doubted but it is hardly believed there will be any announcements until the elevated railroad which will handle iron ore from the mines on Red Mountain to Fairfield-Ensley works is nearing completion. Original statement of H. C. Ryding, vice-president and general manager of the T. C. I. Company was to the effect that the elevated railroad would be constructed in such time as it can be done economically.

PIG IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$24.00 to \$25.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$24.50 to \$25.50; iron of 2.75 to 3.25 per cent silicon, \$25.00 to \$26.00; iron of 3.25 to 3.75 per cent silicon, \$25.50 to \$26.50; iron of 3.75 to 4.25 per cent silicon, \$26.00 to \$27.00; charcoal iron, f. o. b. furnaces, \$33.00 to \$34.00.

OLD MATERIAL.

Old steel axles	\$20.00	to	\$21.00
Old iron axles	24.00	to	25.00
Old steel rails	17.00	to	17.50
Heavy melting steel	15.00	to	15.50
No. 1 R. R. wrought	14.50	to	15.00
No. 1 cast	19.00	to	20.00
Stove plate	16.00	to	17.00
Old car wheels	18.00	to	18.50
Old tramcar wheels	18.50	to	19.00
Machine shop turnings	8.00	to	10.00
Cast iron borings	10.00	to	11.00
Cast iron borings (Chem.)	16.50	to	17.00

RAILROADS

ACROSS THE PLAINS OF TEXAS.

New Railroad to Develop Farming and Stock Raising Territory and to Reach Coal Mines.

L. F. Powell, 6556 Kenwood Ave., Chicago, Ill., secretary and treasurer of the Texas Panhandle Development Co., in a letter to the MANUFACTURERS RECORD, confirms the report that the Texas Panhandle & Gulf Railroad Co. has been incorporated to build a line from Fort Worth, Tex., to Tucumcari, N. M., a distance of practically 460 miles. E. J. Noonan, of the firm of Wallace & Noonan is chief engineer. The route of the line will be via Seymour, Tex. C. H. Powell, of Tulia, Tex., is president, and E. J. Noonan, of Chicago, vice-president, the directors, besides the Messrs. Powell being C. L. Cooper and Foster Klous, of Tulia; and C. R. Young and J. L. Smith, of Chicago.

According to a report from Fort Worth, C. H. Powell stated there recently that the idea is to acquire the Gulf, Texas & Western Railroad which extends from Seymour to Salesville, Tex., and incorporate that as part of the line, so that this would reduce considerably the amount of new construction to be done. A new line would be built from Fort Worth to Salesville, 57 miles and from Salesville to Seymour the existing road covers an even 100 miles, leaving a little more than 300 miles to be constructed from the latter point to Tucumcari. Summed up this would mean that about 360 miles of new line would have to be constructed at an estimated cost of about \$6,100,000, the acquisition of the Gulf, Texas & Western Railroad would cost, according to an estimate, \$2,500,000, and equipment to be bought would cost \$1,000,000 making a total required expenditure of \$9,600,000. It is stated that plans for financing the enterprise have been completed.

Mr. Cooper is quoted in the Fort Worth report as saying that the line will be wholly independent of any railroad system and that it will traverse a great body of highly fertile land not yet served adequately with transportation facilities. From the eastern part of Briscoe County and extending towards Fort Worth is, he said, some of the best cotton country in Texas not yet touched by the boll weevil and some farmers have to haul their cotton from 30 to 50 miles to a railroad. The Plains region is also being developed to raise cotton. In this region he is further reported as saying that the counties of Briscoe, Swisher, Castro and Parmer in Texas, and Curry and Quay in New Mexico, are already large producers of grain and live stock. Dairying, and the raising of hogs and poultry are also becoming popular there. The new line will tap coal fields at Dawson, N. M. a short distance west of Tucumcari.

Among the railroad connections which the road will make are these: At Seymour with the Wichita Valley Railway; near Benjamin with the Kansas City, Mexico & Orient Railway; at Paducah with the St. Louis-San Francisco Railroad; at Tulia and Friona with the Santa Fe System; at Tucumcari with the Rock Island System and the El Paso & Southwestern Railroad.

Application has been made to the Interstate Commerce Commission for authority to build the road.

\$3,000,000 Construction Work in View.

Condemnation proceedings have, according to a report from Knoxville, Tenn., revealed contemplated improvements by the Southern Railway to cost about \$3,000,000, including new freight yards near Caswell as well as a series of new tracks leading to the yards at Lousdale. More than 500 acres of land, it is stated, have been acquired and contractors' equipment is reported moved to Caswell in preparation for construction.

Electric Engines for Part of Henry Ford's Railroad.

Henry Ford has ordered about \$1,000,000 worth of electrical equipment for 13½ miles of his railroad, the Detroit, Toledo & Ironton, the contract for this work having been given to the Westinghouse Electric & Manufacturing Co. Work on this part of the line to prepare it for operation by electricity is said to be already in progress. The section to be electrically operated is double track between the River Rouge plant of the Ford Motor Co. and the Flat Rock yards, but it is in mind to convert the entire railroad, 455 miles long, to the use of electricity for motive power, which would cost from \$20,000,000 to \$30,000,000, it is estimated. However, nothing in that way has yet been started.

It is further stated that the electric locomotives to be built for the short section of track now to be electrified will weigh 360 tons each and they will be more powerful than any which have yet been constructed. Each of them will have sixteen motors on as many axles, operating with direct current; also that they will develop 4000 horsepower as a normal load or 5000 for a comparatively short time as overload. Ford engineers are reported saying that the direct costs of electric operation are on an average at least 50 per cent less than steam, and it is expected that even greater economies will be shown in this way.

The electric current to be used by the locomotives will be a by-product of the River Rouge plant so that the cost of power will be extremely low. Besides, it is believed that with a complete electrification of the railroad further economies can be obtained not only for the line but for the electric furnaces in the plant, as the present demand for electricity at the latter is not large enough to bring generating costs as low as possible. It is reported that Ford expects to get his costs down to as low as half a cent per kilowatt hour, if not less.

\$7,000,000 Improvements Outlined.

More than \$7,000,000 will be expended under the improvement program of the St. Louis Southwestern Railway Co. during the present calendar year, this including \$3,533,000 for 15 locomotives and 1200 freight cars, \$1,475,000 for betterments to track and roadbed and \$1,100,000 or more for bridges, buildings, drainage, telegraph, telephones and signals, etc. The new locomotives are oil burners of large capacity.

The annual report for 1922 shows that the gross revenues of that year totaled \$26,159,914 as compared with \$25,153,461 for the year before and practically \$2,000,000 of the net income is included in the budget for improvement. The system serves a prosperous and progressive section of the country, rice cultivation, cotton raising, and agriculture generally being conducted upon a large scale, in addition to which the production of oil and timber is also great. To keep pace with the demand for automobiles in this region the road has added 500 steel underframe automobile box cars to its equipment.

Site Bought for Classification Yard.

Houston, Tex., August 10—[Special.]—The Houston Navigation and Canal Commission has contracted for 1080 lots of the Houston Harbor Addition for the construction of a railroad classification yard to facilitate traffic through the Port of Houston. About \$120,000 was paid for the lots. The proposed classification yard, in line with the general improvement of the port, will accommodate about 400 freight cars in storage, as well as providing trackage for the prompt distribution of cars assigned to the several wharves, and for the making up of trains from cars loaded at the wharves, according to Captain J. C. Crotty of the Navigation and Canal Commission office.

To Rebuild Five Miles of Railroad.

The Mississippi Central Railroad Co. has asked the Interstate Commerce Commission for authority to issue \$600,000 of notes, part of which are to pay for equipment purchased and part for eliminating grades and curves from the line. A report from Hattiesburg, Miss., says that the main line will be revised from there to Breland, 5 miles, at an approximate cost of \$100,000. This section has heavy grades and sharp curves and the maximum grade will be reduced from 2 per cent to .8 of one per cent and there will be only two short small curves. Timber trestles will be taken out and reinforced concrete water crossings will be substituted for them. A dangerous highway grade crossing will also be removed by building an overhead bridge for the highway. L. E. Faulkner, general manager of the line, will have supervision of the reconstruction.

Survey to Save Seven Miles of Line.

An engineering corps of the Atlantic Coast Line Railroad Co. has made a survey of its Charleston & Western Carolina division for the purpose of eliminating as much as possible grades and curves so as to give the line greater capacity for carrying traffic from the Carolina, Clinchfield & Ohio Railway which the Coast Line and the Louisville & Nashville Railroad have agreed to lease. According to a report from Wilmington, N. C., where the headquarters of the Atlantic Coast Line are situated, the reconstruction of the Charleston & Western Carolina Railroad between Augusta, Ga., and Spartanburg, S. C., where connection is made with the Clinchfield line, will cut seven miles off the distance between those two points, besides reducing several grades. The yard facilities at Spartanburg will be increased.

A Tennessee Electric Railway Plan.

Leroy Parks, of Greenville, Tenn., has filed an application with the Tennessee Public Utilities Commission for authority to build an electric railway from Knoxville to Bristol, Tenn., about 110 miles. Among the points to be reached by the line are Newport, Dandridge, Greenville and Kingsport, Tenn. The idea is to use the Knoxville, Sevierville & Eastern Railway from Knoxville east 25 miles to Revillo and from there the new construction would continue on to Bristol. The cost of construction is estimated at \$5,000,000. In addition to this amount there would have to be expenditures for a hydroelectric plant to supply power for operation.

Superintendent Appointed.

Gulfport, Miss.—George F. Dickson, formerly general superintendent of the Georgia & Florida Railroad, Augusta, Ga., has been appointed superintendent of the Gulf & Ship Island Railroad, with headquarters at Hattiesburg, Miss., and has assumed his new duties. The general offices of the railroad company are in Gulfport. Mr. Dickson succeeds W. K. Lynn, deceased.

A Mississippi Railroad Plan.

John T. Cochrane, Jr., of Amory, Miss., has applied for a charter in that state for the Mississippi Railway Co., which, according to a report from Jackson, Miss., proposes to operate between Amory and Fulton, Miss., about 25 miles. It is stated that if the charter is granted the line will be completed within two years.

Sale of a Mississippi Road.

At the sale of the Columbus & Greenville Railroad on August 6 at Columbus, Miss., the line, which has been in a receivership for two years, was bid in for \$35,000 in cash and subject to a bonded debt of \$5,275,000, by George Y. Banks of Columbus. The road is 168 miles long from Columbus to Greenville, Miss.

GOOD ROADS AND STREETS

Meeting of Southwestern Good Roads Interests.

A meeting will be held at Denver, Colo., the Brown Palace Hotel, on August 21 and 22, to discuss ways and means of reducing the cost of road construction through the use of old roads as bases. State, county and city highway officials, engineers, contractors and road material interests from a number of Western and Southwestern states will attend. Consideration will be given to the utilization of road materials most available, also to the best method of pavement construction.

Other subjects for discussion include the effect of alkali upon road foundations, proper methods of constructing highways in arid regions, highway building in the mountains, closer co-operation between public officials, highway engineers and contractors; road inspection and maintenance, economical types of construction and the cost of road materials.

Two Important Roads for Southwest Virginia.

Bristol, Va.—The construction of two important roads in southwest Virginia has been assured by bond issues of \$210,000 and \$90,000, respectively, which have recently been voted in that section. One road is about ten miles—from Big Stone Gap to Lynch, Ky., and the other is from East Stone Gap to the county line. The building of these roads will provide a hard surfaced road from Lynch to Bristol, with the exception of five miles in Lee County and it is thought this section will soon be constructed.

It is planned to use the \$210,000 bond issue for the roads as outlined and the \$90,000 issue to improve roads around Appalachia and Big Stone Gap and for building a bridge at Blue Springs in Powell's Valley.

To Ask Bids on Five Alabama Road Projects.

Montgomery, Ala.—Bids will soon be invited by the State Highway Department for building five road sections in several counties of the state. They include the extension of a road in Morgan County to be surfaced with bituminous concrete; extension of paved roads in Etowah County; building 20-mile highway in Winston County, roadway to be gravelled and concrete bridges constructed; constructing 12 miles in Franklin County, gravel surface and steel and concrete bridges, and building 10.208 miles in Cherokee County, surfaced with chert and gravel, and constructing concrete bridges, bids to be opened on September 11.

Bids will also be opened September 11 for surfacing a road in Wilcox County.

Contracts for 43 Miles of Sand Clay Roads.

Madison, Fla.—Contracts have been awarded by the Madison County Commissioners at their office here for building 43 miles of sand clay roads in the county. Seago & Harper of this city received contract to construct project No. 10, the old Troy road extending southwest from Madison to the Lafayette County line, and for project No. 8 from Madison to the Georgia line via Rocky Ford.

For the construction of project No. 12, the Belleville-Monticello road, running parallel to State road No. 1, about ten miles north, F. C. Glass, also of Madison, was awarded contract. Construction will begin within ten days. Charles S. Wadsworth is the county engineer.

Roane County Court, Spencer, W. Va. will build 12 miles of road in Geary district, the road bed to be 20 feet. It is estimated that there will be 112,000 cubic yards of excavation, 850 yards of concrete and 8000 lineal feet of metal drain pipe used.

Approve Plans for Road Building in Texas to Cost Nearly \$750,000—Total of 50 Miles to Be Constructed.

Fort Worth, Tex.—Preliminary plans for the improvement of about 50 miles of highways in Texas at a cost of \$746,431, have been approved by the United States Bureau of Public Roads with offices in this city. The longest section is in Sutton County, 22.7 miles, the total cost to be \$147,000, with \$30,000 federal aid. There will be 13 miles in Angelina County to cost \$180,000, with \$50,000 federal aid, and 8.1 miles in South Texas from Bastrop Bayou to Oyster Creek Bayou, to cost \$97,831, with \$48,915 federal aid. About six miles of the Exall highway in McKinney County will be improved at a cost of \$321,000, of which \$150,000 will be federal aid.

Bids Invited on Two Florida Roads.

Tallahassee, Fla.—Bids have been invited by the State Road Department for building a section of road in St. Lucie County on State road No. 4 and one in Hernando County on State road No. 5, proposals to be received until August 28. The former will be about seven miles and the latter about nine and one-half miles long. Work on both projects will include clearing, grubbing, grading, surfacing and drainage structures, alternates being asked on the following types of surfacing: Bituminous macadam on eight-inch base; sheet asphalt with binder course on eight-inch rock base, and plain concrete surface.

Plans and specifications may be examined at the Tallahassee office of the department or at the office of the division engineer at Fort Pierce.

De Land Lets Contracts for Nearly \$600,000.

De Land, Fla.—Contracts involving an expenditure of nearly \$600,000 have been awarded by the board of bond commissioners and the city commission to the J. B. McCrary Co. of Atlanta for improvements, including 100,000 yards of street paving, curbs and gutters to cost \$340,000.

Other work embraces waterworks improvements, including additional water supply and pumping plant, to cost \$100,000, and a surface system of sewers, including storm sewers and drains, to cost \$154,000. Eight or nine months will be required to do the work.

Bids Opened for County Roads in West Virginia.

Charleston, W. Va.—Bids have been opened by the county court here for road paving and grading work in Loudon and Elk districts, embraced in three projects as follows: Project 107, paving and resurfacing one mile of the Dry Branch road on Davis Creek, the Fidelity Construction Co. of Mt. Hope, W. Va., submitting lowest bid at \$34,567; for project 114, resurfacing two miles of Ferry Branch road in Loudon district, C. T. Fogle & Co., Charleston, submitted lowest bid at \$38,853, and for project 115, paving and resurfacing 1.7 miles of Little Sandy Creek road in Elk district, the Fidelity Construction Co. submitted lowest bid at \$44,046.

Bids Invited to Construct Inter-City Road.

Gadsden, Ala.—Sealed bids for the construction of the state and federal aid section of the Gadsden-Attalla road through Alabama City will be received until September 25 by the Alabama Highway Commission at Montgomery. Plans and specifications are on file at the office of the state engineer at Montgomery and at the office of the division engineer at Birmingham.

TEXTILE

Texas Now Operating 20 Cotton Mills and Two Knitting Mills—Total of 177,936 Spindles and 4633 Looms.

Dallas, Tex., August 11.—[Special.]—"Undoubtedly within the next five years the number of cotton mills in Texas will be doubled and Texas will become what Texas should be—the leading fabricator of her most important raw material," declared Burr C. Blanton, manager of the industrial department of the Texas Chamber of Commerce, who is making a State-wide industrial survey.

According to data compiled by Mr. Blanton, there are now 20 cotton mills in the state and two knitting mills, with a total of 177,936 spinning spindles, 4633 looms and 150 knitting machines. Two textile mills are under construction, and thirty-two Texas cities and towns have organized committees in their local commercial organization for the purpose of carrying on the work, preliminary to the establishment of textile mills.

Just now there are approximately 4000 persons employed in the textile industry. The total value of the cotton consumed by mills in Texas during 1922 was about \$5,000,000, while the value of the finished products for 1922 was \$10,500,000, and the total output of Texas mills of cotton fabrics amounted to approximately 75,000,000 yards of cloth.

New Power Plant Extensions of Calhoun Mills Completed—Plant to Have 40,000-Spindle Equipment.

Calhoun Falls, S. C., August 11—[Special.]—The new power plant and mill extensions at Calhoun Mills here have been completed and machinery is now being installed. The power plant equipment consists of 1 1500 K. W. steam turbo-generator supplying power to the mill machinery, and 100 K. W. steam engine unit for village lighting. Formerly, the electrical equipment in the mill was 40 cycle, but in making the present extensions the old 40 cycle system was changed to 60 cycles, and all new equipment made 60 cycles.

Approximately 15,000 spindles and necessary preparatory machinery and looms are being installed. When the new machinery is in operation the mill will have a 40,000 spindle equipment. The product will remain the same as heretofore.

J. E. Sirrine & Company, Greenville, S. C., are the engineers.

Tulsa Cotton Mills Capitalized at \$1,000,000—Plan 18,000-Spindle Mill.

Tulsa, Okla.—The Tulsa Cotton Mills, with a board of directors composed of a number of business men of this city, has organized with a capital stock of \$1,000,000. Plans have been made by the Southwest Engineering Co. of Tulsa for a cotton mill here of 18,000 spindles and 752 automatic looms, with a complete dyeing and finishing building, the plant to employ 800 operatives. It will have 175,000 square feet of floor space and be equipped to produce cotton yarns and make 31-inch ginghams and shirtings.

Among the directors of the company are H. O. McClure, Asa E. Ramsay, W. M. Fleetwood, A. W. Hurley, Dan Hunt, Wade C. Whiteside, Fred W. Insull, R. H. Kagi, Chas. P. Yadon, Horatio C. Pollock, Shell S. Bassett, Omer K. Benedict, Charles H. Stoddart and J. M. Hayner.

Plans have been prepared by J. E. Sirrine & Co., Greenville, S. C. for a monitor to be placed on the roof of the building of the Poinsett Mills at Greenville. This will consist of a skylight more than 100 feet long and will greatly increase light and ventilation in the mill.

Mill No. 3 of Republic Cotton Mills Nearing Completion—Installation of Machinery Soon.

Great Falls, S. C., August 11—[Special.]—The new mill No. 3 of the Republic Cotton Mills here, is rapidly nearing completion and the installation of machinery will begin in the next few weeks.

The main mill building is 627 feet long and 237 feet wide, one story high, with basement under part of it. Construction is of concrete plaster, steel and sash and saw-tooth roof, the floor being of standard tar concrete, except over the basement, which is flat slab. Roof construction consists of concrete beams on cast iron columns. The saw-teeth are covered with hollow tile, which is given a coat of white plaster underneath.

The product of the mill will be a high grade mixed silk and cotton fabric, the yarns, both silk and cotton, to be purchased. The silk, however, will be in the raw state, and the winding and throwing will be done in the mill. Equipment calls for 1000 Draper automatic looms, silk machinery, slashing equipment and cloth room machinery. Individual motors will be used throughout.

J. E. Sirrine & Company, Greenville, S. C., are the engineers.

Cascade Mills to Take Over Dixie Cotton Mills and Improve Plant.

Mooresville, N. C., August 11—[Special.]—The Cascade Mills, Inc., capitalized at \$400,000, have organized with A. F. Bruton of Lexington, N. C., president, treasurer and manager; E. W. Brawley, vice-president; and Roy K. McNeely, secretary. The new company will take over the Dixie Cotton Mills here and operate the plant, making a number of additions, as outlined last week in the MANUFACTURERS RECORD in connection with the statement of the acquisition of the mills by Mr. Bruton.

A total of 15,000 spindles and 400 looms will be installed, to be electrically driven with belt drive, with an available horse power of 750. The product of the plant will be 5000 pounds of colored goods daily, while the finishing and dyeing capacity will be 15,000 pounds weekly. Engineering work will be in charge of the Charlotte office of Lockwood, Greene & Co., of Boston and Atlanta.

Completing Installation of 800 Looms.

Greenville, S. C., August 11—[Special.]—Judson Mills, here, are completing the installation of 800 Crompton-Knowles looms in the new weave shed extension. The present installation will bring the total number of looms to approximately 2000, the product to be the same as the old, fine cotton and silk fabrics. One hundred and ninety-five tenement houses have been added to the village to take care of increased operatives.

The mill has also built a modern cafeteria adjoining the mill building, furnishings being supplied by Albert Peck & Co., and the kitchen equipment being electrically heated. The cafeteria has a seating capacity of 200.

J. E. Sirrine & Company, Greenville, S. C., are the engineers.

May Build Cotton Mill at Archdale, N. C.

Recent reports announce the purchase of between 500 and 600 acres of land at Archdale, N. C. by E. A. Smith, Sr., Charlotte; H. G. Dwell, E. A. Smith, Jr. and James Smith of Kings Mountain as a site for a large cotton mill, some of the property to be used for cotton growing. E. A. Smith, Jr. wires the MANUFACTURERS RECORD relative to the enterprise: "Have option on some land at Archdale but have no intention at present of constructing manufacturing plant of any kind."

LUMBER AND BUILDING MATERIALS

National Lumber Movement Steady.

Washington, August 9.—Although the national lumber trade, as reflected by reports from 398 of the larger commercial mills of the country to the National Lumber Manufacturers Association here, fell off slightly last week, new business was up to the average of May and above that of June and the first part of July. While production declined from the high levels of May and June it is still in excess of shipments and orders. The general lumber movement is larger than at this time last year. Unfilled orders of the West Coast Lumbermen's Association's mills increased 5,000,000 feet and those of the Southern Pine Association decreased 4 1/4 per cent, as compared with the preceding week.

For all the reporting mills shipments were 88 and new business 82 per cent of production last week: for the Southern pine mills, the percentages were 95 and 82, respectively, and for the West Coast mills 93 and 91. Most of the reporting mills have a normal production figure for the week, and according to that their actual production was 105, shipments 96 and orders (new business) 90 per cent.

The statistics of actual production, shipments and orders for last week, the corresponding week of 1922 and week before last, revised, follow:

	Past Week	Corresponding Week 1922	Preceding Week 1923 (Revised)
Mills	398	374	405
Production	266,351,129	218,051,775	280,862,205
Shipments	234,898,115	208,924,740	241,024,904
Orders	217,388,680	210,434,740	224,811,853

The following figures compare the lumber movement of the first 31 weeks of 1923 with those of 1922:

	Production	Shipments	Orders
1923	7,721,843,457	7,822,136,135	7,782,481,764
1922	6,349,927,466	6,414,623,202	6,780,732,926
1923 Increase	1,371,915,991	1,407,512,933	1,001,748,838

The Southern Pine Association reports from New Orleans that orders received during the week ending August 3 were 10 per cent less than for the previous week. Average shipments declined 4 per cent and production was 7 per cent below normal. The average of unfilled orders per mill decreased 4.25 per cent. The mills are nearly all operating full time and some are working double shift.

The West Coast Lumberman's Association wires from Seat-

tle that production for last week was 20 per cent above normal, new business 9 per cent below production and shipments 3 per cent above new business. Of all new business taken during the week, 44 per cent was for future water delivery amounting to 41,785,854 feet; of which 28,711,909 feet was for domestic cargo delivery, and 13,073,945 was for export. New business by rail amounted to 1601 cars. Thirty-six per cent of the week's lumber shipments moved by water, amounting to 35,635,231 feet, of which 25,420,015 moved coastwise and intercoastal, and 10,215,216 overseas. Rail shipments totaled 1891 cars and local deliveries 5,583,527 feet. Unfilled domestic cargo orders totaled 131,560,140 feet, and unfilled export orders 70,839,692 feet. Unfilled rail trade orders are 5882 cars, approximately 117,640,000 feet.

The North Carolina Pine Association reports for Norfolk, Va., that orders of its member mills ran about the same as the previous week, which more than doubled the week before. For the first time since February, orders have equalled shipments, though both orders and shipments for last week were slightly under production. Demand is undoubtedly heavier but production is being held down by shortage of labor.

The California White and Sugar Pine Association wired from San Francisco that all the factors governing lumber manufacturing are favorable.

Texas Creosoting Company to Build Modern Timber Treating Plant.

Orange, Tex.—Capitalized at \$450,000, the Texas Creosoting Co. of Orange plans to erect a modern plant for treating timber and will probably locate it on the site of the old National Shipbuilding Co. between the Lutcher & Moore upper and lower mills. A site of 25 acres has been secured. R. S. Manley of Orange is president and general manager of the company and construction work will begin at once.

The plant will treat railway ties, piles, poles, cross arms and timbers, and will have an annual capacity of 30,000,000 feet. Two units will be built, each to be equipped with 8 by 124-foot stumps or cylinders made of one-inch steel plate with a test pressure of 350 pounds to the square inch and designed for a working pressure of 250 pounds. It is thought the plant will be ready for operation within six months.

LUMBER MOVEMENT FOR THIRTY-ONE WEEKS, AND FOR THE WEEK ENDING AUGUST 4.

	Production		Shipments		Orders	
	1923	1922	1923	1922	1923	1922
Southern Pine Association:						
Total	2,378,109,354	2,227,553,112	2,461,672,196	2,252,156,884	2,313,911,935	2,393,949,010
Week (136 mills)	78,023,553	75,689,114	74,237,670	64,916,862	64,243,335	79,834,104
West Coast Lumbermen's Ass'n:						
Total	3,046,640,602	2,487,441,948	3,308,782,035	2,473,312,440	3,122,473,818	2,500,481,373
Week (131 mills)	104,925,847	74,082,653	97,948,758	87,394,936	95,399,381	79,169,310
Western Pine Mfrs. Association:						
Total	854,339,000	639,129,000	795,863,000	766,818,000	735,925,000	796,875,000
Week (35 mills)	35,859,000	26,046,000	21,915,000	21,071,000	20,525,000	20,225,000
Calif. White & Sugar Pine Mfrs.:						
Total	497,063,000	186,231,000	346,543,000	158,021,000	805,614,000	318,850,000
Week (14 mills)	14,916,000	12,031,000	8,951,000	7,193,000	6,756,000	5,989,000
Calif. Redwood Association:						
Total	274,672,000	226,217,000	281,992,000	209,079,000	280,237,000	217,952,000
Week (15 mills)	11,134,000	8,576,000	10,800,000	7,636,000	9,906,000	8,840,000
North Carolina Pine Association:						
Total	274,289,711	259,458,214	292,174,804	247,192,735	228,637,111	253,615,543
Week (42 mills)	2,270,529	9,404,560	8,879,487	8,562,095	9,186,964	6,790,326
Northern Hemlock & Hardwood:						
(Softwood) Total	79,132,000	62,206,000	79,812,000	83,776,000	72,333,000	79,985,000
Week (14 mills)	2,116,000	1,552,000	1,441,000	2,671,000	1,064,000	2,090,000
Northern Pine Mfrs. Association:						
Total	317,597,700	261,691,192	255,297,100	224,267,143	223,349,900	219,025,000
Week (11 mills)	15,513,200	10,670,448	8,488,200	9,479,847	8,178,000	7,488,000
General Total for 31 weeks/						
(Softwood)	7,721,843,457	6,349,927,466	7,822,136,135	6,414,623,202	7,782,481,764	6,780,732,926
Northern Hemlock & Hardwood:						
(Hardwood) 31 weeks	95,990,000		91,661,000		85,634,000	
General Total for Week	266,351,129	218,051,775	234,898,115	208,924,740	217,388,680	210,434,740

Weekly Report on Southern Pine.

The Southern Pine Association for the week ended August 3 reports as follows on 136 mills:

	Cars	Feet
Orders on hand beginning of week	11,244	234,606,060
Orders received during week	3,079	64,243,335
Total	14,323	298,849,395
Shipments during week	3,558	74,237,070
Orders on hand end of week	10,765	224,611,725

Production for the week was 78,023,553 feet. Shipments were 3,785,883 feet below production or 4.85 per cent. Orders were 13,780.218 feet below production or 17.66 per cent. Orders were 13.46 per cent or 9,994,335 feet below shipments. The week was 5,887,747 feet or 7.02 per cent below normal production, and orders were 23.44 per cent or 19,667,965 feet below normal production. The decrease in orders on hand amounted to 9,994,335 feet or 4.26 per cent.

Southland Portland Cement Company Plans Plant With Ultimate Capacity of 3000 Barrels Daily.

Nashville, Tenn., August 11—[Special]—The Southland Portland Cement Co., reported in the MANUFACTURERS RECORD last week as incorporating with a capital stock of \$1,000,000, has organized, and plans to establish a plant near Crab Orchard, Tenn., for an ultimate daily capacity of 3000 barrels of Portland cement. It will require a full line of crushing and grinding machinery, kiln and power plant. The property which it will develop is said to have a large supply of limestone, shale and coal.

Officers of the company include James O. Parker, president, and Ben L. Ireland, secretary, both of Nashville, and Oscar Mather, Chattanooga, treasurer.

Rock Asphalt Company Locates at Owensboro.

Owensboro, Ky.—The Natural Rock Asphalt Co., with a paid up capital stock of \$350,000 and additional stock of 5000 shares of no par value, plans to make its headquarters in Owensboro, the office to be in charge of C. Kirkpatrick, president of the company. The company's mines are located on Upper Green River between Brownsville and Mammoth cave in Edmonson County and are so situated that the asphalt may be loaded direct from the mine on barges. The mineral is taken in its natural state from the mines and after being ground is ready for use.

Officers of the company, in addition to Mr. Kirkpatrick, are: P. W. Grinstead, vice-president; and R. R. Kirkpatrick, secretary and treasurer.

North Carolina Pine Orders Again Relatively High.

The North Carolina Pine Association reports as follows on 40 mills for the week ending August 4:

	Total Feet
Orders	7,283,964
Shipments	7,726,223
Production	8,317,529
Normal Production	11,640,000

The orders were 6 per cent below shipments, 12 per cent below actual production and 37 per cent below normal production. Shipments were 7 per cent below actual production and 33 per cent below actual production. Actual production was 28 per cent below normal. The week shows a decrease in orders of 258,641 feet or 4 per cent.

Southern Railway to Erect Office Building in Charlotte.

Charlotte, N. C.—Plans for an office building to be erected here by the Southern Railway are being prepared by S. S. and G. H. Godley, architects, of Cincinnati. It is estimated that the building will cost from \$150,000 to \$250,000. As at present designed, it will be 107 by 138 feet, three stories and basement, of reinforced concrete, brick and stone construction.

MECHANICAL

Creosoted Wood Telephone Conduit.

Creosoted wood conduit for telephone cables is being laid in Atlanta, Ga., by the gang of workmen shown in the accompanying picture. It is for the Southern Bell Telephone & Telegraph Co. This conduit is built up of bottom, intermediate and top pieces. It is manufactured by William C.



Meredith, of Atlanta, and the top and the bottom pieces, or cap and base, are milled to form two half ducts and can be placed together to form two duct sections. The intermediate pieces or fillers are milled to form two half ducts on each side. One side of the filler carries three grooves, one on each side wall, and one on the center partition; the other side carries three tongues in corresponding positions and tongues or grooves are in cap and base as required to meet the filler. One filler between a cap and a base makes a four duct section and after that each filler additional gives two more ducts. The assembled pieces are bound together by wires and form complete sections of conduit, which is then treated with dead oil of coal tar to preserve it. Joints are made by abutting the sections and wrapping the joint with a piece of tarred burlap. At the joint alternate members of the section are offset longitudinally giving an overlapping broken joint which centers the ducts and holds them permanently in line. The conduit can be laid in dry hard ground upon the bottom of the trench, but in soft or sandy soil a creosoted plank should first be laid on the bottom of the trench. After laying a creosoted plank 1 1/2 inches thick is laid on top of the conduit for protection.

It is stated that the conduit can be laid very rapidly and that many jobs showed a speed of 1200 or more linear feet being laid by a gang of five unskilled (though practiced) laborers and one such gang, with two weeks practice, laid in four hours 8000 feet. The conduit is being used very extensively by telephone companies and Mr. Meredith says it is installed in ten states from Texas to Illinois. A trench from manhole to manhole, it is said, can be opened, the ducts laid and the trench refilled in less than a day. About two hours is required to lay the average section and the filling can follow the laying right up to the last piece laid, excepting where water tamping is necessary. The conduit is declared to be watertight and therefore soil and silt proof, and the inner walls of the ducts being smooth full sized cables can be drawn through without lubrication and, it is stated, about 50 per cent faster than usual. The job illustrated was, it is stated, finished 60 days ahead of schedule.

Other claims for this type of conduit are that its first cost is less; it weighs less, thus saving freight; it is assembled in multiples ready to install. Furthermore, it can be installed by cheap labor and faster. It is made in long lengths, saves ditching and it can be tunneled under driveways, etc.

It can be opened up for repairs and closed without using additional material. Multiples can be reduced or expanded.

Construction Department

EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained. Further facts about any incomplete or incorrect item reported in these columns are always appreciated.

DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers, and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$20.00 a year.

Bridges, Culverts and Viaducts

Ala., Huntsville—State Highway dept., Montgomery, Ala., will receive bids until August 28 for construction of bridge over Flint river in Madison county, Federal Aid project No. 39. W. S. Keller, State Highway Engr.

Ala., Montgomery—Details under Road and Street Construction.

Florida—Olympia Improvement Corp. Details under Land Development.

Fla., New Smyrna—City plans building bridge, known as Coronado Bridge; voted \$110,000 bonds. Address The Mayor.

Ga., Macon—Details under Land Development.

Ga., Waycross—Ware county let contracts for following work: bridge work on Waycross-Manor and the Waycross-Waresboro road to Charles E. Story, Augusta; construction of bridge over Kettle Creek on the Waycross-Alm road to Savage and Amis.

N. C., Winston-Salem—The Public Works Comm. will receive bids until August 18 for the construction of a reinforced concrete bridge over 5th St. at Vine St.; Harry L. Shaner, Commr. of Public Works.

Okla., El Reno—Details under Road and Street Construction.

Okla., Watonga—Blaine County plans building bridge; voted \$225,000 bonds. Ad-dress County Commr.

Tenn., Kingsport—Town will erect 2 bridges. Details under Road and Street Construction.

Tex., Cameron—Details under Road and Street Construction.

Tex., Hallettsville—Details under Road and Street Construction.

Va., Covington—Alleghany County will receive bids until September 1 for construction of a sixty ft. span reinforced concrete bridge over Wilson's Creek about 3 mi. east of Clifton Forge, Va.; O. J. Payne, Clerk, the Board of Supervisors.

Va., Richmond—State Highway Dept. let contract for 2 bridges as follows: bridge over Diascond Creek, Royer-Baker Co., Richmond, Va., at \$12,897; bridge over Roanoke river to the Atlantic Bridge Co., Roanoke, Va., at \$26,233.

W. Va., Charleston—City and Chesapeake and Ohio railroad plans building viaduct over railroad tracks on the south side just west of the railway station. Address The Mayor.

Canning and Packing Plants

Fla., Lakeland—Southern Citrus Packing Co., capital \$50,000, incorporated with L. Maxcy, Pres.; Geo. F. Coogle, Sec.-Treas.

Fla., Ocala—Ocala Fruit & Vegetable Packing Co., capital \$20,000, incorporated with S. T. Sistrunk, Pres.; J. J. Greig, Sec.-Treas.

Fla., Punta Gorda—Carlton Fruit Co.,

capital \$30,000, incorporated with Chas. C. Carlton, Pres.; Robt. T. Carlton, Sec.-Treas.

Mo., Springfield—Springfield Packing Co., capital \$500,000, organized with Phil. A. Bennett, Sec.-Treas., Buffalo, Mo.; will establish packing plant.

Tex., Galveston—Texas Cannery Co. increased capital from \$10,000 to \$100,000.

Clayworking Plants

W. Va., Paden City—Paden City Pottery Co., Charles U. Harris, Mgr., will enlarge plant for manufacture of dinner ware.

Coal Mines and Coke Ovens

Ala., Henryklen—Riley & Kincaid Coal Co., incorporated by Bush Riley, J. B. Kincaid, W. N. Lee.

Ky., Madisonville—North Star Coal Co., capital \$100,000, incorporated by L. C. Oliver, L. P. Sisk.

Va., Alexandria—Rose Coal Co., Inc., chartered with Clarence A. Miller, Pres.; Lawrence W. Rose, Sec.; both of Washington, D. C.

Va., Roanoke—Grove Coal Corp., capital \$25,000, incorporated with M. J. Anderson, Pres., Salem; Fred F. Dickenson, Sec., Roanoke.

W. Va., Fairmont—Coolidge Coal Co., capital \$50,000, incorporated by Ernest Hutton, W. Nelson Beale, Benjamin Franklin Evans.

W. Va., Marion County—Mortimer L. Hudson, Sec. of the Edward Hines Lumber Company, Chicago, Ill., has acquired 1000 acres coal land including the entire plant of the Rivesville Coal Co.; will develop; Jacob F. Straight, Manager.

Concrete and Cement Plants

Tenn., Crab Orchard—Southland Portland Cement Co., 313 Independent Life Bldg., Nashville, Tenn., (lately noted incorporated, capital \$1,000,000) organized with Jas. O. Parker, Pres.; Ben. L. Ireland, Sec.; both Nashville; Oscar Mather, Treas., Chattanooga; will erect plant, ultimate capacity 3000 bbls. daily. Address building proposals to Jas. O. Parker, 313 Independent Life Bldg.

Cotton Compreses and Gins

Ala., Trinity—Trinity Gin Co., incorporated by Dr. Frank Emens, E. H. Brown, Melvin Hutson.

Mo., Cottonwood Point, P. O. Caruthersville—Cottonwood Gin Co., capital \$12,000, incorporated by W. B. Greenway, Hughey Mickie, J. C. Lossing.

Okla., Ada—Dunn Gin Co., capital \$25,000, incorporated by J. G. Dunn, Ott Rives, C. L. Griffith.

Tex., Slaton—Farmers Gin Co., capital \$20,000, incorporated by J. S. Edwards, J. M. Stevens, W. J. Anderson.

Cottonseed-Oil Mills

La., Bastrop—Brown Cotton Oil Co., J. H. Harrington, Mgr., organized with \$50,000 capital; has acquired and will operate plant of Osage Cotton Oil Co.

La., Opelousa—Opelousa Cotton Oil Co. will expend about \$60,000 in improvements to mill.

La., Monroe—Union Oil Mill Co., capital \$150,000; has acquired West Monroe plant of American Cotton Oil Co.; will improve.

S. C., Denmark—Denmark Oil Mill, incorporated with J. A. Wiggins, Pres.; F. V. James, Sec.-Treas.

Drainage and Irrigation

La., Port Allen—West Baton Rouge Parish, Board of Commsr. of Choctaw Basin Drainage Dist., plans constructing gravity drainage works; will vote Sept. 4 on \$104,000 bonds.

Mo., Brimson—Brimson Drainage Dist. Commsr. let contract to Munn Construction Co., St. Joseph, to construct ditch; cost \$100,000. (Lately noted.)

Tex., Bay City—Turner Rice and Irrigation Co., capital \$200,000, incorporated by H. J. Stoops, Poe Stowers, F. H. Jones.

Electric Light and Power Plants

Florida—Olympia Improvement Corp. Details under Land Developments.

La., New Orleans—A. H. Johness interested in organization of \$5,000,000 company, plans building plant in lower section of city, and enlarge Citizens Light & Power Co.'s plant.

Miss., Perkinston—Board of Trustees, A. E. Shaw, Sec., will receive bids until Aug. 18 to install isolated electric light plant for school building.

Mo., Kansas City—Details under Land Development.

Okla., Minco—Chickasha Gas & Electric Co., F. D. Shaffer, Mgr., Chickasha, Okla., will expend \$20,000 to construct 20 mi. transmission line connecting Minco and Pocassett; Lewis Bende, Engr., Box 234, Minco.

Tenn., Chattanooga—Tennessee Electric Power Co. B. C. Edgar, Vice-Pres. and Gen. Mgr., contemplates developing 2 hydro-electric power projects costing \$18,500,000, developing approximately 160,000 h. p.; projects are as follows:

No. 1, 80,000 h. p. electric development on Clinch River near mouth of Coal creek costing \$9,000,000.

No. 2, 50,000 to 60,000 h. p. development on Clinch river above Coal creek costing \$7,000,000.

No. 3, 20,000 h. p. development on Powell river, a tributary of Clinch river, costing \$2,500,000.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Tex., Dallas—Texas Power & Light Co., John W. Carpenter, V. P. and Gen. Mgr., Box 1507; will build 150 mi. transmission line to connect Hillsboro, Brandon, Frost, Corsicana, Tyler and Palestine; costing \$730,000. (Lately noted.)

W. Va., Bluefield—City Mgr. Ridley receives bids until August 31 for installation of ornamental street lighting system on various streets.

Fertilizer Plants.

S. C., Charleston—Merchants' Fertilizer & Phosphate Co. increased capital from \$300,000 to \$500,000.

Flour, Feed and Meal Mills

Fla., West Palm Beach—William C. Coon of Herkimer, N. Y. let contract to Stiles C. Hall Building Co. to erect combined mill, warehouse and salesroom; acquired 120 by 100 ft. site on Railroad Ave.

Tex., Houston—Lowrey Lewis Grain Co., capital \$10,000, incorporated by W. C. Lowrey, C. A. Lewis and others.

Foundry and Machine Plants

Mo., North Kansas City—American Brake Shoe & Foundry Co., has acquired 4½-acre site; will erect plant, steel and concrete with brick finishings; will invite bids later.

Tenn., Knoxville—Day-Evans Iron Works, A. W. Evans, Mgr. and Const. Engr., Petros, Tenn., will erect four buildings, 72x165-ft. each, mill construction; will install foundry, machine shop, carpenter and blacksmith shop equipment for the manufacture of mine cars and wheels, mining equipment, etc., approximate cost \$200,000. Lately noted. (See Machinery Wanted—Foundry Equipment; Machine Shop Equipment; Carpenter Shop Equipment; Blacksmith Shop Equipment.)

Gas and Oil Enterprises

Ala., Sheffield—Colbert County Co-operative Oil Co., capital \$20,000, incorporated with W. H. Richardson, Pres.; R. P. Redman, Sec.-Treas.

Ky., Glasgow—Bluff Haven Oil & Gas Co., capital \$30,000, incorporated by Amas Roper, Charles Ammerman and others.

Mo., St. Louis—Torch Oil Co., capital \$20,600, incorporated by T. M. Webster, W. E. Hedgecock, L. W. Martin.

Okl., Ardmore—State Oil Co., capital \$10,000, incorporated by R. F. Turner, D. Custer, J. P. Waugh.

Okl., Bartlesville—Tyrone Oil Co., capital \$12,000, incorporated by Herman Axelrod, Montie Vandeventer and F. M. Overlee.

Okl., El Reno—Darlington Oil & Gas Co., capital \$20,000, incorporated by W. L. Zweicher, J. T. Carroll and others.

Okl., Ponca City—Moore Pipe Line Co., capital \$500,000, incorporated by T. W. Prentice, Ponca City; S. C. Maslanka and J. C. Lytle, both Arkansas City, Kans.

Okl., Tulsa—Mason-Beauchamp Oil Co., capital \$30,000, incorporated by Fred T. Mason, John L. Beauchamp, both Tulsa; G. E. Surrett, Manford.

Okl., Walters—Payne Drilling Co., incorporated by Fred T. Payne, D. B. Malarnee and others.

Tenn., Memphis—Texas Oil Co., main office, New York, has acquired 12,000 sq. ft. site, will erect distributing plant; E. H. Cannon, local mgr.

Tex., Cross Plains—Canyon Oil and Gas Oil, Inc., capital \$500,000, incorporated by Tom Bryant, A. G. Crabb, R. W. McNeal.

Tex., El Dorado—Caldwell Drilling Co., capital \$10,000, incorporated with B. J. Caldwell, Pres.

Tex., El Dorado—El Dorado Pipe & Supply Co., capital \$25,000, incorporated with C. C. Ramsey, Pres.

Tex., Fort Worth—Lone Star Investment Co., capital \$10,000, incorporated by C. P. Sandifer, Marvin Button and others.

Tex., Luling—Luling Petroleum Co., capital \$30,000, incorporated by J. T. Risien, W. H. Worthington, H. H. Carmichael.

Tex., Midlothian—Midlothian Oil & Gas Co., capital \$150,000, incorporated by J. A. Weaver, M. A. Dillard, J. P. Anderson.

Tex., Ranger—Interstate Refineries' Corp., Kansas City, Mo., has acquired property of Ranger Refining and Pipe Line Co., in both Ranger and Kansas City; plans expending between \$50,000 and \$100,000 on improvements.

Ice and Cold-Storage Plants

Fla., Fort Pierce—Fort Pierce Growers' Assn., local branch of Florida Citrus Exchange, let contract to Southern Construction Co., Atlanta, Ga., for 4-car capacity pre-cooling plant machinery; will soon receive bids for plant adjoining loading platform, east of present building; cost between \$8000 and \$10,000.

Okl., Tulsa—Public Service Co. will erect one-story, 106 by 136 ft. ice plant at 1119 S. Zenis St.; brick, steel and reinforced concrete construction, cost \$36,000.

Tex., Fort Worth—North Fort Worth Ice Co., P. A. Heeger, Pres., will erect \$60,000 ice plant at Arlington Heights.

Land Development

Ala., Birmingham—Allen Land Co., Inc., chartered by D. H. Harris, H. E. McCormack and others.

Ala., Birmingham—Alabama Industrial Realty Co., capital \$50,000, incorporated by Fairfax Harrison, Pearce Horne, J. B. Munson.

Fla.—Olympia Improvement Corp., H. C. Bartholomew, Asst. Sec., West Palm Beach, Fla., will improve Jupiter Island including building of bridges, roads, hydraulic fill, septic sewers, water and light plants, clearing, grading and landscape work.

Fla., Bartow—J. W. Grant has acquired 640-acre tract in Lake Garfield section, including 153 acres of grove; plans developing.

Fla., Brooksville—Big Four Real Estate Co., acquired and will develop about 7000 acres of land.

Fla., Jacksonville—Consolidated Development & Engineering Corp., incorporated with Raymond C. Turck, Pres.; Chester H. Wilson, Sec.-Treas.

Fla., Lakeland—Dairy, Fruit and Garden Land Co., capital \$50,000, incorporated with C. S. Early, Pres.; J. W. Tuckér, Sec.-Treas.

Fla., Miami—Redondo Beach Realty Co., capital \$25,000, incorporated with Henry J. Smith, Pres.; B. C. Smith, Sec.-Treas.

Fla., Orlando—Guyandotte Grove Co., capital \$25,000, incorporated with A. C. Thomas, Pres.; F. L. Lowe, Sec.-Treas.

Fla., Palm Beach—Campbell Building Co., capital \$125,000, incorporated with J. R. Anthony, Pres.; J. H. Scott, Sec.-Treas.

Fla., Sarasota—Mira-Mar Corp., capital \$350,000, chartered with Andrew McAnsh, Pres.; Chas. A. Koepe, Sec.

Fla., Tavares—Tavares Building Co., capital \$25,000, incorporated with R. L. Nutt, Pres.; J. O. Kroff, Sec.

Ga., Macon—Georgia & Florida R. R. Co., H. L. Cromartie, Asst. Development Agt., has acquired 6050 acres of land, having 3 mi. frontage on both sides of highway, known as Federal Route No. 30; will build roads, bridges, etc.

Ga., Valdosta—Details under Water-Works.

Ky., Louisville—Bennett Co., incorporated by M. C. Bennett, H. P. and W. E. Caldwell.

La., Baton Rouge—Details under Sewer Construction.

Md., Baltimore—Baltimore American Realty Co., Hearst Tower Bldg., incorporated by Jesse Slingluff, Clarence W. Sharp, and others.

Md., Colgate, P. O. Baltimore—Atlantic

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MANUFACTURERS RECORD

BALTIMORE, MD.

Sign Corp., 5th and Maxwell Aves., capital \$25,000, incorporated with Harry B. Hiltz, Donald H. and Thomas G. Balden.

Mo., Kansas City—E. J. Sweeney, Sweeney Bldg., interested in the development of Indian Village; install water, gas, sewers, electric lights, build roads, swimming pool, athletic grounds, etc.

Mo., St. Louis—Bennett Realty Co., 6147 Bartmer Ave., capital \$30,000, incorporated by W. O. Bennett, C. C. Miles, and others.

N. C., Gastonia—Piedmont Realty Co., capital \$15,000, incorporated by J. White Ware, F. H. Cunningham and D. M. Jones.

N. C., Spring Hope—Rainbow Park, Inc., chartered by Geo. W. Warren, E. M. Autslar, O. G. Edwards.

N. C., Winston-Salem—Smithdeal Realty & Insurance Co., increased capital from \$100,000 to \$250,000.

Tenn., Memphis—Frank Donlon, Pres. Donlon Heating Co., has acquired Bethel Grove, 160 acres; south of Lamar Blvd.; will develop.

Tenn., Pulaski—Pulaski Development, capital \$50,000, incorporated by H. G. Foster, W. I. Abernathy, Jr., Thurman Smith.

Texas—Coast Fig and Farms Co., of Houston, Tex., has acquired 5600 acres of land located on Dickinson bayou; will develop in figs, etc.

Tex., Dallas—Kessler Highlands Development Co., capital \$100,000, incorporated by A. R. Thomasson, R. L. Ferguson, J. B. Salmon.

Tex., Taylor—City voted \$50,000 bonds for city park and natatorium. Address The Mayor. (Lately noted.)

Va., Martinsville—C. Y. Thomas Estate, Inc., capital \$100,000, incorporated with H. C. Gravely, Pres.

Va., Norfolk—Union Development Corp., capital \$75,000, chartered with John I. Clark, Pres.; S. Friedburg, Sec.

W. Va., Huntington—City, Floyd S. Chapman, Mayor, contemplates developing South Side Park.

Lumber Enterprises

Ala., Birmingham—Marbury-Mushat Lumber Co., Inc., capital \$25,000, chartered by B. H. Marbury, Jr., R. G. Mushat, J. R. Dawson.

Ala., Birmingham—Tedeschi Lumber & Manufacturing Co., incorporated by Andrew Tedeschi, Clarence Mullins, and others.

Fla., Fort Pierce—Acme Lumber Co., capital \$25,000, incorporated with J. A. Frere, Pres.; J. J. Frere, Sec.

Fla., Kelsey City—Dade Lumber Co., will move plant from Princeton, creating a village of 1000 persons.

Miss., Pascagoula—Poitevin Brothers, capital \$25,000, incorporated by Ellwood C. and Eugene P. Poitevin, of Pascagoula; Geo. W. Rodriguez, Baton Rouge, La.

Okla., Wister—Ward-McClellan Lumber Co., incorporated by B. F. Ward, C. E. McClellan, both Wister; L. V. Reid, Poteau.

Tex., Orange—Powell Lumber Co. of Lake Charles, La., acquired timber holdings of the Miller-Link Lumber Co. in Newton County including 100,000,000 ft. of pine and hardwood timber.

Metal-Working Plants

Fla., Jacksonville—Wire Nails, etc.—Florida Steel & Wire Co., Professional Bldg., capital \$225,000, incorporated with W. A. Evans, Pres.; E. I. Carefoot, Sec.-Treas.; John G. Palmer, Gen. Mgr.; has acquired building; will manufacture steel wire nails; daily capacity 200 to 250 kegs; will later make barbed wire and fencing.

Mining

Okla., Picher—Sparks & Rains, Galena, Kan., will probably rebuild mine mill burned at loss of \$90,000.

Tex., Bastrop—Producers Mining Co., capital \$1,000,000, incorporated by E. S. Orgain, John and Martin Belto.

Tenn., Knoxville—Tripoli Marble Co., capital \$150,000, incorporated by Oscar J. Hawley, William H. Dickinson, Rowland Hall.

Miscellaneous Construction

Fla., Jacksonville—Bulkhead, etc.—City Comm., will receive bids until Aug. 23 to furnish materials necessary for completion of wooden relieving platform, anchor pile system, fender pile system, and steel bulkhead wall; E. P. Owen, Jr., Sec., room 13, City Hall.

La., Baton Rouge—Wharves and Docks—Details under Sewer Construction.

Md., Baltimore—Public Improvement Comm., authorized purchase of land, foot of McComas St., consisting of 462 ft. along harbor, for contemplated harbor development.

Miss., Gulfport—Port Commrs. have tentative plans for constructing breakwater to replace structure at southside of ship basin; type of structure provides for facing of creosoted sheet piling, 4x12-in.; 16 to 20-ft. long, for full length of 1475 ft.; creosoted piling driven at intervals of 6 ft., braced by angle-driven piling, walling strip of 8x12-in. creosoted timber, extending full length of structure; reinforced by bulkhead of rock, heavy riprap for exposed surfaces; estimated cost \$50,000; Maj. Earl North, U. S. Engr., Mobile, Ala.

Miss., Kiln—Heating Plant—Board of Trustees of Kiln Consolidated School will receive bids until Aug. 25 to install warm air heating and ventilating system; plans, from Eddie Favre, Trustee.

Mo., Kansas City—Swimming Pool—Details under Land Development.

Mo., St. Louis—Incinerator—City will receive bids until Aug. 28 to construct 100-ton capacity garbage incinerating plant; including erection of building, chimney and equipment; plans, etc., with Pres. Board of Public Service, Room 304, City Hall.

S. C., Georgetown—Waterway—United States Engineers, Washington, D. C., will make surveys for improved inland waterway between Georgetown and McClellanville.

Tenn., Knoxville—Incinerator—Fred W. Freese, 38 S. Dearborn St., Chicago, Ill., will construct city garbage disposal plant; costing \$69,000. (Lately noted.)

Tex., Dallas—Dam—City contemplates building \$250,000 dam on Mountain Creek, to impound about 40,000,000 gals. water, creating a lake for pleasure resort; John C. Harris, Mayor.

Tex., Houston—Wharf—Harris County Navigation District will receive bids until Aug. 30 to construct 3 wharf units containing 1720 lin. ft. reinforced concrete, 40-47 ft. wide, at Turning Basin; plans with Port Director, 5th floor Courthouse.

Miscellaneous Enterprises

Ala., Birmingham—American Cross Chemical Co., Inc., chartered by W. H. Paxton, C. L. Montgomery and others.

Ala., Birmingham—Johnknecht Beverage Co., capital \$35,000, incorporated by Herbert and L. T. Johnknecht, W. C. Royall.

Ala., Mobile—Bowling-Blackshear Cotton Co., Inc., capital \$50,000, incorporated by H. C. Bowling, J. U. Blackshear, O. W. Elliott.

Ark., Gravette—Guy Robinson, Robinson Poultry Farm plans installing incubator, capacity 10,000 eggs; ultimate capacity 50,000 eggs.

Fla., Dunedin—Peninsular Construction Construction Co., capital \$25,000, incorporated with I. Heller, Pres.; W. H. Armstrong, Sec.-Treas.

Fla., Jacksonville—United Independent Laundries, incorporated with G. G. Dockrell, Pres.; J. A. Harding, Sec.-Treas.

Fla., Miami—Sunlight Creamery, Inc., capital \$200,000, incorporated with M. J. Noble, Pres.; Fred W. Pine, Treas.; David J. Hefferman, Sec.; Ernest Britten, Gen. Mgr.; will erect plant.

Fla., Palm Beach—The Brown Co., Portland, Me., will establish plant to manufacture Kream Krisp; has acquired 70,000 acre tract in Everglades for the raising of peanuts, Kream Krisps being one of its by-products.

Fla., Tampa—Dixie Candy Co., capital \$25,000, incorporated with Thos. P. Matthews, Pres.; R. M. Balbontin, Sec.-Treas.

Ga., Savannah—The Johns Manufacturing Co., capital \$0,000, incorporated by Saml. R. Dighton, Jos. Solomons and others.

Ky., Louisville—Premier Paper Co., capital \$15,000, incorporated by Joseph W. Gross, Gilbert D. Wile and Henry S. Epstein.

La., Baton Rouge—Fire Protection—Details under Sewer Construction.

La., Thibodeaux—J. Winsberg, Inc., capital \$10,000, incorporated with Jacob Winsberg, Pres.-Treas.; Emile Bergeron, Sec.

Md., Baltimore—Record Distributing Co., Inc., 2227 Pennsylvania Ave., capital \$10,000, chartered by Jacob L. and Arthur L. Rose, Frank C. Cozens.

Md., Baltimore—Horn Milk Products Co., Inc., 446 Asquith St., capital \$50,000, incorporated by Henry W. Hofferbert, John W. Strigle, Eugene Frederick.

Md., Baltimore—Lenox Cigar Manufacturing Co., Denmore and Singer Sts., capital \$200,000, incorporated by Max Goldstein, Frank W. Petticord, James F. Horton.

Md., Baltimore—Basic Materials Co., 10 S. Calvert St., incorporated by Geo. E. S. Bayless, Hugo P. F. Albrecht, and others.

Miss., Laurel—T. W. Shoen, Mgr., Sunbrier Poultry Farm, interested in the establishment of hatchery; plans installing incubator, capacity 40,000 eggs.

Mo., Kansas City—Gate City Optical Co., capital \$60,000, incorporated by Nat Neuster, S. E. Segelbohn and others.

Mo., Kansas City—West Gate Laundry Co., capital \$20,000, incorporated by C. A. Brunk, J. F. Townsend and others.

Mo., Mt. Vernon—Carnation Milk Products Co., Springfield, Mo., reported to erect \$200,000 plant.

Mo., St. Louis—North-White Manufacturing Co., incorporated by Henry Wirth, Fred Adams and others.

N. C., Asheville—National Casket Co., plans establishing plant for making composition flooring, artificial silk, etc., from saw-

dust, shavings and other by-products; cost \$50,000.

N. C., Mount Airy—Mount Airy Granite Cutting Co., will rebuild burned plant.

N. C., Winston-Salem—Reynolds-Lybrook Dairy Co., purchased power plant, consisting of boiler, steam engine, generator and auxiliary equipment, used in operation of dairy plant.

Okla., Oklahoma City—Air Line Service Station, capital \$10,000, incorporated by H. B. Hackett, C. D. Ziegler, C. B. Cook.

Okla., Tulsa—Imperial Laundry Co., incorporated by L. W. Thompson, Jack Scott, Bert Alexander.

Okla., Tulsa—Motor Suit Manufacturing Co., capital \$60,000, incorporated by O. G. Rollins, Tulsa; Lottie B. Godchaux, Kansas City.

Tenn., Memphis—Plough Chemical Co., Abe Plough, Pres., reported to spend \$600,000 to erect building, fireproof, brick, steel and concrete construction; containing 160,000 sq. ft. of floor space; equip with sprinkler system; increased capital from \$2,500,000 to \$7,500,000.

Tenn., Nashville—Middle Tennessee Hatcheries, organized with W. B. Whitney, Pres.; C. H. Briley, Sec.-Treas.; has let contract for three incubators, capacity 10,396 eggs each.

Tex., Beaumont—Beaumont Petroleum Syndicate, capital \$31,000, incorporated by J. R. Bordages, Charles Paggi, J. O. Banks.

Tex., Bryan—Bryan College Traction Co., capital \$27,000, incorporated by E. H. Edge, J. M. Larence, E. H. Austin.

Tex., Childress—J. J. Piggott & Son Hardware Co., capital \$30,000, incorporated by J. J. and A. B. Piggott and others.

Tex., Coleman—Central City Publishing Co., incorporated by W. D. Hawkins, M. K. Witt, R. B. McCorkle.

Tex., Coupland—R. G. Lyon Co., capital \$20,000, incorporated by R. G. Lyon, L. Schwartz-Ruehler and others.

Tex., Dallas—Southwestern Broom Supply Co., capital \$25,000, incorporated by C. H. Chatten, G. J. Lins, W. R. Goodwin.

Tex., Dallas—V. J. Brannon will erect 3-story mill construction factory building at 1400 Heak St., cost \$55,000.

Tex., De Leon—De Leon Free Press, R. L. Scott, Prop., leased building for newspaper and job printing; will install linotype or intertype, perforator, wire stitcher, punch; bids open. (See Machinery Wanted—Printing Plant Equipment.)

Tex., El Paso—Mossom & Co., increased capital from \$60,000 to \$75,000.

Tex., Fort Worth—Western Steel Construction Co., capital \$10,000, incorporated by J. E. Haynes, P. L. Jennings, R. J. Justice.

Tex., Fort Worth—Peerless Baking Co., capital \$20,000, incorporated by C. D. Pierre, H. G. Lindsay, R. L. Collins.

Tex., Fort Worth—Magnolia Paper Co., has acquired Gamer Bldg.; will remodel.

Tex., Houston—Texas Belting Co., increased capital from \$10,000 to \$15,000.

Tex., Houston—Southern Stevedoring and Contracting Co., capital \$25,000, incorporated by Charles Eikel, O. R. Seagraves, W. H. Hunt.

Tex., Houston—The Houston Press will erect 2-story brick building, cost \$25,000.

Tex., Miami—Miami Salt Co., capital \$50,000, incorporated by R. L. Morrison, T. M. Cunningham, Dan Kivelchen.

Va., Alexandria—Washington Monotype

Composition Co., Inc., increasing capital from \$150,000 to \$500,000.

Va., Arlington—Highwood Construction Co., Inc., capital \$100,000, incorporated with Frederick L. Smith, Pres.; Leroy H. Harris, Sec.; both Washington, D. C.

Va., Arlington—Virginia Sandstone Corp., capital \$100,000, incorporated with Frederick L. Smith, Pres.; LeRoy H. Harris, Sec.; both Washington, D. C.

Va., Marion—Marion Hotel Improvement Co., Inc., capital \$50,000, incorporated with C. C. Lincoln, Pres.; F. N. Greer, Sec.

Va., Norfolk—Bonney & Gilbert, Inc., capital \$25,000, incorporated with E. L. Bonney, Pres.; Fred C. Abbot, Sec.; manufacture clothing.

Va., Petersburg—Charles Leonard Hardware Co., Inc., increased capital from \$200,000 to \$300,000.

Va., Portsmouth—Great Wonder Supply Co., incorporated with P. W. Gaylord, Pres.; Geo. H. Walker, Sec.

Va., Roanoke—Keyser Chemical Co., Inc., capital \$20,000, reorganized with C. D. Fox, Pres.; E. L. Keyser, Sec.

W. Va., Wheeling—J. H. Hellstern will erect greenhouses.

MOTOR CARS, GARAGES, TIRES, ETC.

Ala., Birmingham—D. & S. Motor Co., capital \$50,000, incorporated by C. P. Hammond, J. A. Simpson, R. L. Lange.

Ala., Parrish—Parrish Motor Co., incorporated by L. L. Preston, T. A. and E. E. Plummer.

Fla., Jacksonville—Johnson Overland Co., capital \$50,000, incorporated with Gus. H. Johnson, Pres.; Guy A. Bennett, Sec.-Treas.

Fia., Miami—W. M. Burdine's Sons let contract to George Jahn at \$40,000 to erect automobile hotel building on S. E. First St.; 120x100 ft.; fireproof throughout; first floor used for store room, shipping room and garage; second floor and roof garden for parking automobiles, will build inclined plane driveways each 8 ft. wide x 80 ft. long; storage capacity approximately 125 cars; Henry La Pointe, Archt.

Fla., Miami—Filling Station—F. L. Alsobrook will erect addition to filling station; cost \$12,000.

Fla., Tampa—Bayshore Filling Station, capital \$25,000, incorporated with G. L. Simmons, Pres.; J. T. Murphy, Sec.

Ky., Lexington—Baker Car Co., capital \$150,000, incorporated by W. G. Baker, M. F. Brown, W. H. Courtney.

Ky., Louisville—Shawnee Auto Repair Shop, capital \$35,000, incorporated by Joe H. Greenstein, James H. Button, Alfred M. Sales.

Md., Baltimore—Tiger Tire & Rubber Corp., 749 Equitable Bldg., capital \$1,000,000, chartered by Harry Claude Moore, Horace Hillard Hastings and Edward Fetter.

Md., Sykesville—General Auto Sales Co., capital \$10,000, incorporated by G. Frank Musgrove, Elmer E. Lee, Elmer H. Renahan.

Mo., Mansfield—Garage—Mrs. Daisy May Freeman, will erect \$10,000 garage at McDaniel St. and Benton Ave.

Mo., St. Louis—Thuner Motor Co., capital \$10,000, incorporated by C. H. Thuner, C. H. Thuner, Jr., and others.

N. C., Burlington—King Motor Co., capital \$10,000, incorporated by Geo. F. Fogleman, J. L. Kernodle and others.

N. C., Concord—Southern Motor Service Co., capital \$100,000, incorporated by A. H. Jarrett, Concord; W. C. Killick, Charlotte.

N. C., Southern Pines—Davis Motor Co. will erect 1 story, 30x100-ft. addition to garage building, brick and hollow tile construction; Lucas-Shank Co., Designers, Southern Pines.

Okla., Tulsa—Cole Sales Co., capital \$15,000, incorporated by H. E. Brown, C. A. Durbin, Elton Everett.

S. C., Greenville—Automobiles—W. M. Thompson will occupy 60x150-ft. building on E. Washington St. for automobile sales and show rooms; cost between \$85,000 and \$100,000; building erected by C. O. Allen; Potter-Shackford Construction Co., Contrs., Greenville.

Tenn., Rockwood—Filling Station—Dr. J. M. Clack let contract to erect brick and stucco filling station, with driveways and approaches, at Rockwood and Duncan Ave.

Tex., Dallas—Filgo Motors Co., capital \$50,000, incorporated by Lee Filgo, H. N. Chapman, J. L. Gammon.

Tex., Dallas—Worsham-Buick Co., capital \$100,000, incorporated by J. W. Weaver, C. E. Calver and others.

Tex., Houston—Service Co., capital \$15,000, incorporated by J. A. Cushman, J. B. Millsaps, W. L. Massie.

Tex., Houston—Polk Auto Co., incorporated by B. F. Johnson, H. C. and M. Thompson.

Tex., Houston—Garage—W. E. Japhet will erect 2-story box garage at Colquitt and Elsbury Sts., cost \$12,000.

Tex., Seguin—Seguin Service Stations Co., organized with Hugo Eberhard, Pres.; Edgar Jandt, Sec.-Treas.; has drive-in filling stations. (Lately noted incorporated.)

Tex., Waco—McDermott Motor Co., capital \$50,000, incorporated by W. D. McDermott, B. B. Albaugh, J. F. Lehane, Jr.

Va., Alexandria—National Gas Filling Station, Inc., chartered with Jas. J. Garvey, Pres.; J. R. Eddington, Sec.

Va., Staunton—Central Ave. Motor Co., Inc., capital \$25,000, incorporated with N. C. Caricofe, Pres.; S. K. Caricofe, Sec.

W. Va., North Fork—Community Garage, S. S. McNeil, Pres.-Mgr., will erect 2-story, 106x106-ft. sales and service building, ordinary construction with structural steel girders; Leon P. Richards, Archt., Crumpler, W. Va. Lately noted. (See Machinery Wanted—Steel (Structural); Roofing Materials; Building Materials.)

Railways

Ala., Birmingham—Kaul Lumber Co., of Birmingham, has been authorized to condemn right of way in Perry County for a logging railroad.

Ala., Montgomery—Goodwin Coal Co., has applied to the Alabama Public Service Commission for authority to condemn right of way for a coal branch railroad in Jefferson and Walker counties.

Miss., Amory—John T. Cochrane, Jr., of Amory, is reported to have applied for a charter to build a railroad from Amory to Fulton, Miss., about 25 mi.

Tenn., Greeneville—Leroy Parks, of Greeneville, has applied to the Tennessee Public Utilities Commission for authority to build an electric railway to connect Knoxville and Bristol, Tenn., to be called Carolina, Greeneville & Northern Railroad, and to run via Dandridge, Newport, Greeneville and Kingsport, Tenn. From Bristol the line would run to Revillo on the Knoxville, Sevierville & Eastern Railway, 6 mi. from Sevierville, and 25 mi. from Knoxville, which would be reached over the latter line. Estimated cost about \$5,000,000.

Tenn., Savannah—Hubert F. Young Lumber Co., of Waterloo, Ala., it is reported, proposes to build 10 mi. of railroad in this (Hardin) county for getting out timber.

Road and Street Construction

Ala., Albany—City will receive bids until August 17 for furnishing of material and street paving as follows. Part of Second, Third, W. and Eighth E. Aves., Jackson St. and Sixth and Seventh Aves. W.; Chas. E. Sittson, Pres., City Council.

Ala., Camden—State Highway Comm., Montgomery, Ala., will receive bids until September 11 for surfacing Federal Aid Project No. 94 between Ephram and Pineapple. W. S. Keller, State Highway Engr.

Ala., Center—State Highway Comm. of Alabama, Montgomery, Ala., will receive bids until September 11 for 10.208 mi. highway in Cherokee county between Center and Gadsden; W. S. Keller, State Highway Engr.

Ala., Gadsden—Alabama Highway Comm., Montgomery, Ala., will receive bids September 11 for building of state and federal aid section of the Gadsden-Attalla road through Alabama City. Plans at office of State Engineer, Montgomery and Division Engineer, Birmingham.

Ala., Montgomery—State Highway Dept. plans building 5 roads as follows; Morgan county, extension of road leading through Hartselle to be surfaced with bituminous concrete; Etowah County, extension of paved roads into Alabama City and Gadsden; Winston County, 20 mi. highway from Haleyville to Double Springs improved with gravel and bridges; Franklin County, 12 mi. road from Russelville to Phil Campbell, gravel, with steel and concrete bridges; Cherokee County, from Center to the Etowah County line, 10 mi. surfaced with chirt and gravel, with reinforced concrete bridges.

Ala., Tuscaloosa—City will receive bids until August 21 for laying approximately the following amount of Portland cement concrete pavement: 12,350 sq. yds. 7-in. in thickness; 1450 sq. yds. 6-in. in thickness; 2600 lin. ft. 6-in. integral concrete curb; 3500 cu. yds. grading. D. B. Robertson, Pres. Board of Comms.

Ark., Little Rock—Little Rock and Spring Lake Highway District will receive bids until August 18 for improvements; 185 lin. ft. 12 to 24 in. pipe; 8000 lbs. reinforced steel; 130,000 sq. yds. gravel. J. Rudy Smith, Chmn.; W. R. Bathurst, Sec., Board of Comms.

Ark., Russellville—Pope County Comms., Road Improvement Dist. No. 2, will improve 3 road sections as follows: In Russellville, London and Pottsville; will asphalt portion from Conway County line to Atkins, and from Russellville west through London.

Florida—Olympia Improvement Corp. Details under Land Development.

Fla., De Land—City let contracts for street improvements and installing water and sanitary and storm sewer system to J. B. McCrary Engineering Co., Atlanta, Ga., at approximately \$600,000; water works, \$100,000; sewers, \$154,000; street improvements, \$340,000.

Fla., Fort Myers—Lee County plans building hard surfaced roads, etc.; contemplates \$1,200,000 bond issue. Address County Commissioners.

Fla., Madison—Madison County let contracts for 43 mi. sand clay road; Project No. 10, old Troy road running southwest from Madison to the LaFayette County line and Project No. 8, from Madison to the Georgia line via Rocky Ford were awarded to Seago and Harper, Madison; Project No.

12, Belleville-Monticello road, running parallel to State road No. 1, F. C. Glass, Madison, Fla.

Fla., Pensacola—Board of County Comms. let contract to C. M. Ward, Pensacola, at \$7427 for paving in East Pensacola Heights.

Fla., St. Petersburg—City let contract to Georgia Engineering Co., St. Petersburg, Fla., at \$30,000, to widen Beach Drive, with vitrified brick, asphalt filler; also receives bids August 13 for widening paving on the north mole from Beach Drive to the recreation pier; 2500 sq. yds. new work and 2900 sq. yds. relayed. Address Directors of Finance.

Fla., Tallahassee—State Road Dept. will receive bids until August 28 for improving and building of 2 road projects:

No. 36B, Federal Aid, 7.121 mi. of road No. 4 in St. Lucie County from Wabasso to the Sebastian river; No. 545, 9.517 mi. road No. 5, Hernando County, from Brooksville to the Pasco County line; clearing and grubbing, grading, surfacing and the necessary drainage structures; alternate bids on following types of surfacing: bit. macadam on 8 in. rock base, sheet asphalt with binder course on 8 in. rock base, plain concrete surface. Plans at office of Div. Engr., Fort Pierce, Fla., for project 36 and Div. Engr., Lakeland, Fla., for project 545.

Fla., Tallahassee—City Comms. let contract for paving of a number of streets including Adams St. from the Governor's Mansion to the present paved street to the Capitol, at \$200,000.

Fla., West Palm Beach—Palm Beach County, Salerno Dist., plans improving 4 roads as follows:

Pave St. Lucie Ave., from south half of Hanson grant to lock on St. Lucie Canal; pave link in Stuart-Annie road; build road extending southward from hard surfaced road running through Palm City Farms; build road from Stuart-Annie road into Greenlees and Tropical Farm sections; voted \$80,000 bonds. Address County Comms.

Ga., Macon—Details under Land Development.

Ga., Waycross—Ware County let contracts for hard surfacing 2 roads; the Waycross-Manor road and the Waycross-Waresboro highway to Bowman and White, Manor, Ga.

Ky., Ashland—City will receive bids until August 21 for grading and paving fifth brick or bituminous macadam Blackburn street from the west side of Adams street to the east side of Summit street; Washington St. from 40th St. to 42nd St.; Forty-fifth St. from Winchester Ave. to a point just beyond the school property; Forty-fourth St. from Winchester Ave. to Conn property; Bath Ave. from 25th St. to 26th St.:

Twenty-sixth St. from Bath Ave. to Montgomery; Montgomery Ave. from 10th St. to 9th St.; Thirty-first St. from Bath Ave to Montgomery Ave.; alley between Williams Ave. and Winchester Ave., 52nd to 55th Sts.

Alley between Bath and Montgomery Ave., 29th to 31st Sts.; alley between Lexington and Hilton Aves., 19th to 20th Sts.; alley between Central and Bath Aves. from 22nd to 25th Sts.:

Alley between Winchester and Carter, 23rd to 25th Sts.; alley between Railroad and Central, 29th to 31st Sts.; alley between Central and Bath Aves., 29th to 32nd Sts. W. M. Salisbury, Mayor; H. L. Carroll, City Clerk.

Md., Baltimore—City plans improving following streets: Whittemore Ave. from McTavish Ave. to the Pennsylvania railroad; Pine Heights

from McTavish Ave to Wilkens Ave.; Mallow Hill road from the Frederick road to a point 2000 ft. northward; Woodbine Ave. from Haddon Ave. to Thornton Ave.; Cornhill road from Uark Heights Ave. to Highgate Drive;

Oakland Ave. from Harford road to a point 535 ft. west; Quicks Ave. from Belair road to a point 1475 ft. east; Arabia Ave. from Montebello Terrace to Grindon lane; Beverly Ave. from Harford road to Arabia Ave.; Brookwood road from Edmondson Ave. to Briarcliff road; Huting Place from Winans Way to Winans Way (a curving thoroughfare); Winans Way from Edmondson Ave. to Hunting Place; Rogers Ave. from Reisterstown road to Bucks Lane. Address The Mayor.

Ky., Paintsville—City will receive bids until August 31 for 3310 lin. ft. concrete curb and gutter, 2950 sq. yds. paving, Kentucky rock asphalt or concrete, S. A. Temple, City Engr. (Lately noted to receive bids Aug. 7.)

La., Baton Rouge—City let contract to Southern Roads Co., Baton Rouge, at \$7755, for paving 22,000 sq. yds. 5-in. concrete base, 2-in. Warrenite Bitulithic on Government St.

La., Baton Rouge—Details under Sewer Construction.

La., Morgan City—Details under Water-Works.

Md., Baltimore—State Roads Comm. received low bid from Clarke and Bresnan, 411 American Bldg., Baltimore, Md., at \$32,112.10 for building 15-ft. concrete roadway between Jarrettsville-Federal Hill, Harford County.

Md., Baltimore—City let 3 contracts for paving as follows: Binney St. from O'Donnell to Dillon Sts., Clinton St. from Fourth Ave. to Eleventh and from Elliott St. to O'Donnell; sheet asphalt; American Paving and Contracting Co., Baltimore, at \$81,131.35; Rosedale St., from Arunah Ave. to Lanvale St., cement concrete, Aiello Construction Co., Baltimore, Md., at \$6428.

Miss., Greenwood—City will receive bids until September 3 for repaving certain Sts. and Aves. with vertical fibre brick, vibro-lithic concrete, Warrenite-bitulithic, sheet asphalt (both Trinidad natural lake and oil residuum), sheet asphalt (willite process and cascencemco); 44,382 sq. yds. of pavement; 30,197 sq. yds. 2½-in. asphaltic concrete base; 12,967 sq. yds. old penetration base to be cleaned, repaired and re-crowned. Address The Mayor.

Miss., Gulpert—Harrison County Board of Supervisors let contract to J. F. Morgan Paving Co., Birmingham, Ala., at \$52,296.70, for building Federal Aid Project No. 155, 1,543 mi. of Warrenite bitulithic surfacing on concrete base.

Miss., Jackson—State Highway Dept. let contract to J. R. Parker, Crystal Springs, Miss., to surface 13.5 mi. road between Clanton and Coffee with gravel.

Miss., Jackson—State Highway Dept. let contract to Clark and Judkin, Vicksburg at \$63,592.59 for building 5.1 mi. gravel road between Vicksburg and Rolling Fork.

Miss., Jackson—State Highway Dept. will let contract September 11 for the building of gravel road approximately 10 mi. long between Corinth and Iuka.

Miss., Vicksburg—Warren County Highway Comm. let contract to Clarke and Jenkins, Natchez, Miss., at \$63,592.89 for building part of the North Scenic Highway from the end of the novaculite road to Redwood.

Mo., Booneville—City let contract for paving High St. with tarvin and Pendleton Ave. to Charles Sts., Booneville, Mo.

Mo., Butler—City let contract for paving

Delaware and Pine St. with cement at approximately \$15,000. Address The Mayor.

Mo., Columbia—City will ask for bids for paving Turner Ave. Address The Mayor.

Mo., Independence—City let contract to Joseph J. Randall for paving Cottage street with macadam with a tarvia top.

Mo., Jefferson City—Missouri Highway Comm. plans 9 road projects as follows: Boone County, 3 sections, State road from Kansas City to St. Louis, graded earth, Federal Aid Project 229A, 4.337 mi.; Federal Aid Project 229B, 4.943 mi.; Federal Aid Project 229C, 4.721 mi.; Buchanan County, State road from St. Joseph to Hannibal, 3 sections concrete, Federal Aid No. 205A, 2.599 mi. Federal Aid No. 205B, 4.202 mi., Federal Aid No. 205C, 2.35 mi.; Cooper County, State road from St. Louis to Kansas City, 3 sections, graded earth, Federal Aid No. 230A, 4.827 mi. Federal Aid No. 230B, 4.215 mi., Federal Aid No. 230C, 1.89 mi.

Mo., Kansas City—Details under Land Development.

Mo., St. Joseph—City let contracts for paving following streets:

Sacramento St., Reinert Brothers Construction Co. and Public Works Co., St. Joseph, Mo.; Springwood St., Metropolitan Paving Co., St. Joseph, Mo.; King Hill Ave., Castle Engineering and Construction Co., St. Joseph.

Mo., Sedalia—City plans paving with concrete, Washington Ave. and an alley between Park Ave. and Dal-Whi-Mo St.

Mo., Trenton—City plans paving Laclede street with reinforced concrete. Address The Mayor.

North Carolina—State Highway Comm., Raleigh, N. C., will receive bids for 12 road projects August 29 as follows:

Hard surface (concrete or asphaltic) paving projects including grading, reinforced concrete or cast iron pipe, structures; Project 180, Perquimans County, 9.996 mi.; Project 185C, Pitt County, 14.35 mi.

Project 352 (macadam), New Hanover County, 2.31 mi.; Project 507, Alamance County, 4.03 mi.; Project 592, Rockingham County, 8.82 mi.; Projects 611 and 697A, Anson-Union Counties, 12.45 mi.; Project 641, Iredell County, 8.04 mi.; Project 745, Forsyth County, 4.57 mi.; Project 902, Buncombe, 4.95 mi.; Topsoil, sand clay, gravel or grading projects, including grading, drainage pipe, structures; Project 421, Franklin County, 8.23 mi.; Project 495, Warren County, 7.96 mi. (Lately noted.)

N. C., Beaufort—Town will receive bids until August 28 for the improvement of certain streets including grading, storm drainage, retaining wall, granite and combination curbing and gutter, cement sidewalks, cement concrete, asphaltic concrete, sheet asphalt and bitulithic pavements; 20,000 sq. yds. pavement and alternative bids upon approximately 40,000 sq. yds.; 10,000 sq. yds. sidewalks and alternative bids on 20,000 sq. yds. Address The Mayor and Board of Aldermen.

N. C., Troy—City let contract to W. F. Bowe, Augusta, Ga., at approximately \$175,000 to pave streets of town. (Lately noted.)

Okl., El Reno—Canadian County has tentative plans for building roads and constructing bridges during 1924 at approximately \$187,642.42.

S. C., Hampton—Hampton county will receive bids until August 22 for building of 4.227 mi. State Route No. 1 beginning near the city limits of Hampton and extending through Hampton and Varnville to the city limits of Varnville, including clearing, grub-

bing and sand clay surfacing. W. C. Cathey, Div. Burgrs., Scoville Bldg., Orangeburg, S. C.

S. C., Seneca—City council receives bids August 16 for 13,000 sq. yds. street and sidewalk improvements, asphalt and cement; plans voting on \$48,000 bonds; H. S. Jandon, Engr., Elberton, Ga.

S. C., Spartanburg—State Highway Dept. will receive bids soon for hard surfacing of National highway east of city; estimated cost \$150,000.

S. C., Spartanburg—City will widen, grade and pave West Main St. Address The Mayor.

Tenn., Brownsville—Haywood County will build Bristol Highway from Brownsville to County line; plans voting on \$150,000 bonds. Address County Comms.

Tenn., Kingsport—Town will improve two sections of Sullivan St. and Sullivan Boulevard; also 2 concrete bridges, one over Reedy Creek and one over Kinser's Branch.

Texas—United States Bureau of Public Roads, Fort Worth, plans building and improving 3 roads as follows: Sutton county, 22.7 mi. from Sonora to the Edwards county line; estimated cost \$147,000; Federal Aid asked \$30,000; Colling county, 6 mi. Exall highway; estimated cost \$321,000; Federal Aid asked \$150,000; section of road extending 8.1 mi. through South Texas from the Bastrop Bayou to Oyster Creek bayou; estimated cost \$97,831.03; Federal Aid asked \$48,915.50.

Tex., Alpine—Brewster County will receive bids in near future for building 8.5 mi. State Highway No. 12 from Alpine to the Jeff Davis County line, to be surfaced with gravel and caliche; estimated cost \$48,500; A. L. White, County Engr., and M. S. Burke, County Judge, Alpine, Tex.

Tex., Austin—Travis County will receive bids in near future for 7.92 mi. of the Austin-Fredericksburg road, State Highway No. 20A, between Oak Hill and the Hays County line; estimated cost approximately \$38,500; O. Leonard, County Engr., and Geo. S. Matthews, County Judge, Austin, Tex.

Tex., Beaumont—Jefferson County will receive bids until August 31 for building 7.35 mi. Voth road, Federal Aid Project No. 349; 20,185 cu. yds. roadway, 69,336 sq. yds. reinforced concrete pavement, 46,884 lbs. reinforcing steel. B. B. Johnson, County Judge; C. Love, County Engr., Beaumont, Tex.

Tex., Bonham—Fannin County will receive bids until August 27 for building of 7.35 mi. State Highway No. 5 in Windom-Dodd City District, Federal Aid Project No. 344; 51,549 cu. yds. roadway, 77,196 sq. yds. concrete pavement, 203,026 lbs. reinforcing steel, for pavement, 97,828 lbs. reinforcing steel. Pinckney B. Price, County Engr., Honey Grove, Tex.; E. A. McMahon, County Auditor.

Tex., Brenham—Washington County will receive bids until August 28 for building of 19.2 mi. of the Brenham-Washington road, G. A. Bracher, County Engr., and J. H. Chappel, County Judge, Brenham, Tex. (Lately noted to receive bids July 25.)

Tex., Brenham—Washington County will receive bids until August 28 for building of 18.2 mi. Federal Aid Project No. 358, State Highway No. 36; G. A. Bracher, County Engr., Brenham, Tex. (Lately noted to receive bids July 25.)

Tex., Calhoun—McLean County plans building roads; voted \$350,000 bonds. Address County Comms.

Tex., Cameron—Milam County plans resurfacing road from Add Hall to Comeron, and building bridge over Little River; contemplates voting on \$100,000 bonds. Address County Comms.

Tex., Eastland—Eastland County will receive bids until August 24 for building of 18.67 mi. bituminous macadam road on State Highway No. 18, involving 14,772 cu. yds. crushed stone and 185,513 gals. asphalt; C. Henning, Engineer in Charge, Eastland. (Lately noted to receive bids July 31.)

Tex., Eastland—Eastland County will receive bids until August 24 for building of 10.04 mi. waterbound macadam base with bituminous top, State Highway No. 22, including quarrying, crushing, hauling and placing of 11,892 cu. yds. rock for base, 400 M gals. water and 66,410 yds. asphalt. C. S. Henning, Engineer in Charge, Eastland, Tex.

Tex., Floresville—Wilson County, Road Dist. No. 3 plans 15 mi. hard surfaced road through Saspamco, Calaveras and Floresville, to point about 1½ mi. south of Floresville. Address County Comms.

Tex., Fort Worth—City and Tarrant County will build Polytechnic pike from Sycamore Creek to Conner Ave. in Polytechnic. County Coms., W. T. Hudson, and Street Coms., Gilvin.

Tex., Hallettsville—Lavaca County plans grading and constructing bridges on 14.2 mi. State Highway No. 3 from Hallettsville to the Fayette County line; estimated cost, approximately \$125,000; W. H. Koether, County Engr., and C. L. Stavineha, County Judge, Hallettsville, Tex.

Tex., Johnson City—Blanco County will receive bids until August 23 for building of 7.19 mi. State Highway No. 20 from Hays County line west; 12,271 cu. yds. gravel surfacing and 56,280 lbs. reinforcing steel. J. W. Puckett, County Engr., Johnson City, Tex.

Tex., Johnson City—Blanco County will receive bids until August 23 for building 5.53 mi. State Highway No. 20A from the Gillespie County east to involve 19.94 acres clearing and grubbing, 29,276 cu. yds. roadway, 28,795 cu. yds. borrow excavation, 11,527 shale surfacing, 11,572 lbs. reinforcing steel. J. W. Puckett, County Engr., Johnson City, Tex. (Lately noted to receive bids July 25.)

Tex., Kerrville—Kerr County plans building 6 mi. bituminous macadam road on State Highway No. 41 from Kerrville to Boundary line of Precinct No. 2; estimated cost \$61,500. W. E. Simpson, County Engr., National Bank of Commerce Bldg., San Antonio; Lee Wallace, County Judge, Kerrville, Tex.

Tex., Menard—Menard County plans building roads; will vote Sept. 1 on \$300,000 bonds. Address County Comms.

Tex., Mount Pleasant—Titus County plans building 4.13 mi. Pittsburg-Carson road, State Highway No. 1A between Cypress Creek and the Morris County line; estimated cost \$62,290, Federal Aid \$30,000. H. S. Wilder, County Engr., and Dan M. Cook, County Judge, Mt. Pleasant, Tex.

Tex., Palestine—Anderson County plans building 35 mi. 18-ft. bituminous macadam pavement from the Houston County line to the Henderson County line, Athens roads, State Highway No. 19; estimated cost \$784,440, Sec. of Agriculture, U. S. Bureau of Public Roads, Washington, D. C., approved application for \$122,500 Federal Aid. E. W. Davis, County Engr. and W. C. Quick, County Judge, Palestine, Tex.

Tex., Seymour—Baylor County plans road building; will vote Aug. 25 on \$25,000 bonds; Ernest Tibbetts, County Judge.

Tex., Sierra Blanca—Hudspeth County plans building 7 mi. Bankhead Highway, Federal Aid Project 399; estimated cost \$20,000, Federal Aid \$10,000; Sec. of Agriculture, U. S. Bureau of Public Roads, Washington, D. C., approved application.

Tex., Sulphur Springs—Hopkins County, Saltillo-Weaver Dist., plans completing Bankhead Highway from Sulphur Springs precinct to Franklin County line; voted \$40,000 bonds; and Ridgeway-Ruff Dist. plans completing road from Sulphur Springs precinct to Hunt County line; voted \$50,000 bonds. Address County Comr.

Tex., Venus—City will pave and repair various streets; plans voting on \$25,000 bonds. Address The Mayor.

Tex., Vernon—Wilbarger County will receive bids until August 22 for building of .64 mi. concrete surfacing on County Project No. 2, North of Vernon, 6007.5 sq. yds. concrete pavement, 18,780 lbs. reinforcing steel. John B. Naboos, County Engr., Vernon, Tex.

Tex., Waxahachie—Ellis County plans building roads; will vote Sept. 8 on \$750,000 bonds. Address County Comr.

Va., Bristol—City plans expending \$50,000 in street improvements in Lee Long addition. Address City Manager, S. G. Keller.

Va., Richmond—State Highway Dept. let contracts for 3 road projects as follows:

10.7 mi. gravel road between Providence Forge and Bottoms Bridge, Richmond-Newport News highway to Van Dorn Brothers, Richmond at \$114,550; section of Lee Highway between Fall's Church and Hall's Hill, Cranford Paving Co., Washington, D. C.; graveling of roadway between King William Courthouse and Sharon Church, C. H. Oliver at \$50,970.

W. Va., Barboursville—City plans paving Water, from Main to McClung, and McClung from Water to Maple; voted \$13,00 Obonds; T. W. Peyton, Mayor.

W. Va., Charleston—Kanawha County let contracts for 3 road projects as follows:

Project 114, resurfacing 2 mi. road on Ferry branch in Loudon District, G. T. Fogle Co., Charleston, at \$38,883.20; Project 115, paving 1.7 mi. road on Little Sandy creek, Elk District, Kelly E. Reed Co., South Charleston, at \$44,127.20; Project 107, paving 1 mi. road on Dry Branch of Davis creek, Loudon District, Greybill and Bruce, Charleston, \$36,234.

W. Va., Charleston—City plans paving following streets; Quarrier St. resurface from Morris St. to end of the present brick pavement; Brooks St. from Virginia to Kanawha St.; pave with hill side brick Carr St. from the end of the present pavement north to the end of the sewer; resurface Donnally St. from Dickinson to Court St.; an alley east of Bullitt St.; an alley south of Quarrier St. from Dunbar to McFarland St. Address The Mayor.

W. Va., Huntington—City will receive bids until August 25 for grading, curbing, and paving of following streets:

Richmond St. from Third Ave. to the Baltimore and Ohio Railroad; Lombardy Ave. from Twenty-Eighth St. to Staunton Road; Sixth street west from Tenth Ave. to Eleventh Ave., L. D. Newman, Comr. of Street; A. B. Maupin, City Engr.

W. Va., Spencer—Roane county let contract to Cooper, Piper and Co., at \$120,000, for grading and draining 12 mi. in Geary district.

Sewer Construction

Ark., Forrest City—City Light & Water Co. will let contract for new engine building, extension of sewer and water mains at cost of \$120,000.

Florida—Olympia Improvement Corp. Details under Land Developments.

Fla., De Land—Details under Road and Street Construction.

Fla., Miami—City Comn., will receive bids

until Aug. 21 to construct sanitary sewers Nos. 61-79 inclusive; work to consist of furnishing and laying approximately 68,309 ft. of 8 to 15-in. pipe, 191 manholes, and 11 flush tanks; F. H. Wharton, City Mgr.

Ga., Valdosta—Details under Water-Works.

Ky., Ashland—City let contract to S. L. Fluss Contracting Co., Graham, Va. at \$270,026.10 to lay 25 mi. sanitary sewers in various sections. (Lately noted.)

La., Baton Rouge—City plans municipal improvements; will vote Sept. 11 on following bond issues: Sewer, \$325,000; Drainage, \$325,000; Street, \$635,000; Parks, \$75,000; Fire Protection, \$175,000; Wharves and Docks, \$350,000. Address The Mayor.

La., Morgan City—Details under Water-Works.

Mo., Kansas City—Details under Land Development.

Mo., St. Joseph—Board of Public Works opened bids for construction of portion of Whitehead sewer; Hartman Construction Co., St. Joseph, lowest bidder at \$15,242.50. (Lately noted.)

N. C., Asheville—City let contract to P. S. Minus for constructing Coxe St. sewer.

N. C., Laurinburg—Details under Water-Works.

Tenn., Ripley—City will receive bids until Aug. 17 to construct vitrified pipe sewer system and settling tank; approximate quantities are: 170-ft. of 6-in. and 38,568 ft. of 8-in. sewers; 9,165-ft. of vertical risers; 125 manholes; 14 flush tanks; 6 reinforced concrete settling tanks; B. H. Klyce, Engr., 720 Fourth & First National Bank Bldg., Nashville, Tenn.

Tex., Cameron—City will build sewerage disposal plant; J. B. White, Mayor.

Tex., San Antonio—Bexar County will construct sewage disposal plant on Southland Rd.; will lay about 2000 ft. of 8-in. sewer; install filter bed and dosing tanks; J. L. Black, Contr.

Va., Portsmouth—City opened bids for sewerage system in parts of 4th, 5th, 6th, Edwards and Madison Sts., and Gosport Road; bidders are Noland Clifford Co., Newport News; Geo. W. Bryan, Jacksonville, Fla.; Oscie Dashiell & Son, Portsmouth.

Telephone Systems

Fla., Miami—South Atlantic Telephone & Telegraph Co., F. W. Webster, Mgr., has begun installation of underground conduits on W. Flagler St. from 9th Ave. to city limits, extending services in Riverside, Shadow Lawn, Biltmore, Magnolia Park, Buena Vista and several sub-divisions.

Fla., Homestead—Homestead Telephone Co., G. W. Moody, Pres., will install 3 direct telephone lines.

Ola., Tulsa—Southwestern Bell Telephone Co., main office St. Louis, Mo., will erect 75x140-ft. machine-switching exchange building at corner of 5th and Detroit Sts.; costing \$265,000. (Lately noted.)

Tex., Galveston—Southwestern Bell Telephone Co., main office St. Louis, Mo., will erect reinforced concrete, brick and hollow tile addition to plant.

Textile Mills

Ala., Mobile—Bowling, Blacksher Cotton Co., incorporated by H. C. Bowling, J. U. Blacksher, O. W. Elliott.

Ala., Montgomery—Albany Textile Co., Albany, Ala. will erect new mill to accommodate about 80 looms; double capacity.

N. C., Archdale—E. A. Smith, Sr., Charlotte, N. C. and others, reported to have

purchased between 500 and 600 acres land, as site for cotton mill or similar enterprise; E. A. Smith, Jr., advises by wire, have option on land, but no definite plan for building.

N. C., Mooresville—Colored Goods—Cascade Mills, Inc., A. F. Bruton, Pres., 306 N. Main St., Lexington, N. C., (lately noted to have acquired Dixie Mills) will install 15,000 spindles, 400 looms; daily capacity 5000 lbs.; install 750 h. p. electric plant; belt driven; Lockwood-Greene & Co., Archt.-Engr., Charlotte, N. C.

Okla., Tulsa—Yarn, Gingham, etc.—Tulsa Cotton Mills, 408 Atlas Life Bldg., capital \$1,000,000, incorporated by H. C. McClure, Asa E. Ramsay, W. M. Fleetwood and others; will erect plant with 175,000 sq. ft. floor space; plans installing following equipment: 18,000 spindles; 752 auto looms; complete dye and finishing house; proposed output 2,500,000 lbs. yarn, or 12,000,000 yds. annually.

S. C., Greenville—Poinsett Mill will install monitor including sky-light, approximately 100 ft. long; J. E. Sirrine & Co., Engrs.

S. C., Greenville—Beaver Duck Mills of Couch Cotton Mills Co. Inc. was acquired by C. J. Haynesworth for a client.

S. C., Jonesville—J. Ridley Watts, 44 Leonard St., New York has acquired Wallace plant, N. Victor-Monaghan Co., Greenville, having 15,980 spindles, 424 looms, with tract of land on which mill village is located together with machinery and equipment.

S. C., Pelzer—Lockwood, Greene & Co., 24 Federal St., Boston, Mass., have acquired 4 mills of the Pelzer Manufacturing Co.; 136,000 spindles; employ 200 people; products, sheetings and drills.

S. C., Seneca—Goddard Brothers, Providence, R. I. has acquired Seneca plant of Victor-Monaghan Co., Greenville, having 19,840 spindles, 450 looms, with land on which mill village is located, all machinery and equipment.

S. C., Tucapau—Lockwood, Greene & Co., 24 Federal St., Boston, Mass., reported to have acquired Tucapau Mills in Spartanburg County; plans increasing plant to a 100,000 spindle unit by installing additional machinery in the present mill building.

S. C., Union—C. H. Milligan, New York, has acquired Ottaray plant of Victor-Monaghan Co., Greenville, having 24,740 spindles, 540 looms together with tract of land and all machinery.

W. Va., Charleston—Goodyear Hosiery Co., capital \$10,000, incorporated by Sam Coffman, Simon Cohen and H. Frankel.

Water Works

Ark., Forrest City—Details under Sewer Construction.

Ala., Talladega—City will construct reinforced concrete dam at Taylor's Mills on Talladega Creek, to create reservoir with approximate capacity 15,000,000 gals. of water; dam also provides a head of water for pumps; will install centrifugal pumps, electrically operated, each having delivering capacity of 1750 gals. of water per min. to raw water reservoir a distance of 1 1/4 mi. at elevation of 270 ft.

Ark., Fort Smith—City let contract to Benson & Farrar, Guthrie, Okla., at \$39,239.38 to construct 70,000 lin. ft. water mains and pipe; David L. Ford, Mayor.

Florida—Olympia Improvement Corp.—Detail under Land Development.

Fla., Boynton—Town will receive bids until Aug. 21 to furnish material and construct water-works, excepting housing; J. C. Powell, Town Clk.; The Riddle Co., Engr.

Fla., De Land—Details under Road and Street Construction.

Fla., Tampa—City has acquired plant and properties of Tampa Water-Works Co.; will operate; W. Lesley Brown, City Mgr.

Ga., Macon—Board of Water Commrs., plans installing 10,000,000 gal. capacity pump at station on River road.

Ga., Valdosta—City plans installing water plant, extend water mains and sanitary sewers, purchase fair grounds for park, and complete equipment for high school building; will vote Sept. 20 on \$150,000 bonds. Address The Mayor.

La., Morgan City—City plans extending water, and sewerage system, and paving; authorized issuance of \$23,000 bonds. Address The Mayor.

Mo., Kansas City—Details under Land Development.

Mo., Thayer—Town will expend approximately \$40,000 on new plant, building 250,000 gal. capacity concrete reservoir, install deep well pump and motors; vote early in September on bonds. (Lately noted.)

N. C., Laurinburg—City plans water and sewer improvements; contemplates \$150,000 bond issue. Address The Mayor.

N. C., Oxford—Town Commrs. contemplates purchasing water system.

N. C., Raleigh—City Commrs. let following contracts for the construction and equipment for filter plants: To Tucker & Laxton, of Charlotte, N. C., at \$124,178 for new filtering plants of 500,000 gal. capacity each, conditioning of present 7 filters, constructing coagulating basin to serve new plant and construct filter tubs and buildings; to C. H. Wheeler Manufacturing Co., Philadelphia, Pa., for condensers and vacuum pumps; rejected bids for pumping equipment, concrete sludge tanks, and an intake for Lake Raleigh; Wm. C. Olson Const. Engr. (Lately noted).

Okla., Tulsa—Water Comm. let contract for following equipment to be installed in the Mohawk pumping station (Spavinaw Water Project): to DeLaval Steam Turbine Co., Trenton, N. J., for two 12,000,000 gal. high service steam turbine driven centrifugal pumps at \$84,300; to Walsh-Weidner Boiler Co., Chattanooga, Tenn. for two h. p. water tube boilers with green chain grate stokers at \$24,215; will let contract for construction of Mohawk pumping station about Oct. 1; will also let contract for paving Mohawk reservoir and 4 mi. of force mains between this reservoir and high pressure reservoir now under construction; J. D. Trammell & W. R. Holway, Engrs., 508 Wright Bldg., Tulsa; Dafney H. Maury, Consol. Engr., Chicago, Ill. (Lately noted.)

W. Va., Charleston—City will expend \$38,047 to enlarge South Hill water system as follows: One 6-in. line from Laurel Ave. through Spring and Bridge Aves., and 6-in. line in Bridge and Cedar Aves. from Spring to Chestnut; 4-in. line in Crescent Ave.; 13 additional fire hydrants; 150,000 gal. capacity tank, with 12-in. discharge line; 200 gal. per minute capacity pump, including foundations, etc. Address The Mayor.

Woodworking Plants

Ala., Birmingham—Daniel Furniture Co. increased capital from \$10,000 to \$30,000.

Fla., Oldsmar—Oldsmar Weatherproof Furniture Co., Edw. W. Uhri, Pres. and Gen. Mgr., main office St. Louis, Mo., will establish plant to manufacture weatherproof comfort furniture, including chairs, rockers, swings, settles, from cypress timber.

Fla., Orlando—Orange Furniture Co., capital \$10,000, incorporated with Nieuport B. Estes, Pres.; D. M. Haithcox, Sec.-Treas.

Ky., Hopkinsville—Jordan Furniture Co., capital \$25,000, incorporated by W. W. Jordan, John T. King and others.

S. C., Darlington—Nu-Idea Desk Co., organized with W. P. DuBose, Pres.; R. H. Tucher, Sec.-Treas.; will manufacture desks, furniture, etc.

Tenn., Knoxville—National Convertible Body Co., capital \$15,000, incorporated by B. D. Hammond, D. J. Kelly, C. D. Like.

Tex., Beaumont—Beaumont Box Manufacturing Co., will erect \$7000 factory building.

Tex., Houston—James Furniture Co., increased capital from \$75,000 to \$200,000.

Va., Graham—Blue Stone Furniture Mfg. Corp., capital \$200,000, incorporated with S. N. Huffard, Pres., Graham; R. Y. Barkley, Sec., Bluefield, W. Va.

Okla., Picher—S. R. & S. Mill owned by Sparks & Rains of Galena, Kan.; loss \$90,000.

S. C., Florence—Goodstein Bldg. occupied by Jim Allawos and Pee Dee Printing Co.; R. C. Hepburn, residence.

Tenn., Brownsville—City Hotel Bldg., owned by Dr. J. L. Edwards and others; loss \$11,500.

Tenn., Chattanooga—Repair plant of Western Union Telegraph Co.; estimated loss \$40,000.

Tex., Carrollton—Union Station lossed \$15,000; B. F. Hill, Agent.

Tex., Corsicana—C. E. Lipchurch's residence; loss \$10,000.

Tex., Denison—Denison Rod & Gun Clubs Building lost \$25,000.

Tex., Fort Worth—Gabert Auto Works and the Ranger Hotel; loss \$12,000.

Tex., Naples—J. M. Hampton's saw mill; loss \$15,000.

Tex., Palestine—Garner home on Neches Rd., near Palestine, owned by Eugene Urham, Palestine.

W. Va., Parsons—Parsons Planing Mill building and machinery; loss not estimated.

FIRE DAMAGE

Ark., Monnette—Hantuch Bldg., occupied in part by River Telephone Co., loss \$60,000.

Ga., Fort Oglethorpe (Branch of Ross-ville)—Unused building at Fort Oglethorpe; loss \$20,000. Address The Commandant.

Ky., Tolu—Farmers & Merchants Bank building.

Md., Chesapeake Beach—Dance Pavilion, restaurant and 14 restaurant stands owned by Chesapeake Beach R. R.; loss \$15,000.

Mo., El Dorado Springs—Eslinger Bros. Mill and Farmers' Elevator; total loss \$50,000.

N. C., Winston-Salem—Section of abattoir plant operated by W. W. Whitman.

Damaged by Storm.

Va., Bristol—Bristol Gas and Electric Co.'s plant on Broad St. and storage room on State St.; loss not estimated.

BUILDING NEWS

BUILDINGS PROPOSED

Association and Fraternal

Ala., Foley—Masonic Temple Assn., M. S. Dreitzler, Chmn., Bldg. Comm., will erect \$10,000 temple, Alston Ave. and Jasamine St.

Fla., Dade City—Highlands Lodge, K. of P., plans to erect lodge building; probably 3-story building with stores and offices on first 2 floors.

N. C., Asheville—Young Women's Christian Assn., Mrs. Chas. A. Webb, Chmn., Bldg. Comm., is considering erection of 3 or 4-story building to cost \$60,000 to \$70,000, Grove St. near Patton Ave.; dormitories; possibly swimming pool.

Tenn., Knoxville—Salvation Army, Mr. Willis, Adj't., will erect building.

Tex., Fort Worth—South Side Lodge No. 1114, A. F. & A. M., will receive bids until Aug. 20 to erect lodge building, 5th Ave. and Magnolia St.; cost \$115,000; 75x100x62 ft.; structural steel and concrete; fireproof; gray brick with native stone trim; wood, tile and concrete floors; composition roof; hollow fireproof and interior tile; metal doors; vaults; ventilators; steel sash and trim; wire glass; plans and specifications from J. B. Davies, Archt., 1308 Hemphill St., Fort Worth. (Lately noted.)

Tex., Houston—Young Women's Christian Assn., Mrs. Harris Masterson, Chmn., Bldg. Comm., will erect \$400,000 residence hall, Dallas St. and Crawford Ave.; accommodate 125; B. P. Briscoe, Archt., Carter Bldg.; bids opened Aug. 20. (Previously noted.)

Bank and Office

La., New Orleans—Hibernia Bank & Trust Co. will erect branch bank at Carrollton Ave. and Canal St.; 1 story; 48x76 ft.; hollow tile faced with stone; steel truss and composition roof; concrete and marble floors; Rathbone DeBuys, Archt., New Orleans.

Md., Baltimore—International Engineering & Construction Co., 400 St. Paul St., will erect \$200,000 building, S. E. cor. Fayette and Pea Sts.; part of ground floor to be used for merchants' post office sub-station; 5 stories and basement; offices and sample rooms on upper floors; 44x160 ft.; stucco; steam or hot water heat; tile roof. E. H. Brown, Archt., 705 Gladstone Ave., Roland Park, Baltimore.

Mo., St. Louis—Industrial Loan Co., 714 Chestnut St., Arthur A. Blumeyer, Pres., is considering erection of 10-story office building, 9th and Chestnut Sts.

N. C., Asheville—L. B. Jackson & Co. will erect \$500,000 office building, Park Sq. and Biltmore Ave.; Mr. Jackson writes Manufacturers Record: "Size of lot 55x250 ft., building will be 10 stories high on part of lot, balance 3 stories; fireproof construction; no architect named yet and no contract let; Central Bank & Trust Co. will remodel and occupy part of building, spending \$50,000 on improvements."

N. C., Charlotte—Southern Ry., J. B. Munson, Vice-Pres., Southern Ry. Bldg., Cincinnati, O., will erect concrete and brick office building; 107 x 138 ft.; 3 stories and basement; mastic floors over cement; felt and pitch roof; hollow fireproof tile; mail

chutes; steel sash and trim; wire glass; vacuum system of heat; S. S. & G. H. Godley, Archts., 716 Southern Ry. Bldg., Cincinnati. (Lately noted.)

N. C., Winston-Salem—R. J. Reynolds Realty Co., will erect 3-story office building for negroes, Church St. near 3rd St.; 56x40 ft.; brick; stores on first floor; plate glass windows; fuel storage and heating system outside of building.

Oklahoma City—Oklahoma City Doctors' & Dentists' Bldg Co. and Security National Bank will erect medical arts and bank bldg., 1st St. and Broadway; 13 stories and roof garden; cost \$1,000,000; bank to occupy 2 stories and basement; section of first floor for drug store; offices on remaining floors; Layton, Smith & Forsyth, Archts., Oklahoma City.

Churches

Ala., Montgomery—Clayton St. Baptist Church, A. W. Kratzer, Deacon, plans to erect building adjoining present structure.

Ala., Dothan—Foster St. M. E. Church, South, will erect Sunday school annex. Address The Pastor.

Ala., Mobile—Greek Orthodox Community, Nick Skandalis, Pres.-Sec., will erect \$25,000 church, Broad and Charleston Sts.; brick and concrete; auditorium 30x50 ft.; Geo. B. Rogers, Archt., Mobile.

Ga., Atlanta—Druid Hills Methodist Church will erect \$100,000, Sunday school building; 95 x 135 ft.; 4 stories; stone and brick, wall bearing joist construction; hardwood and concrete floors; tar and gravel and slate roof; hollow fireproof tile; metal doors; wire glass; city lights; dumb waiter; Ivey & Crook, 507 Candler Bldg., and Hentz, Reid & Adler, Asso. Archts.; Gresham-Jackson Co., steam vapor heat, about \$3000; all Atlanta; day labor. Address Ivey & Crook. (Lately noted.)

Ky., Ashland—M. E. Church, South, South Ashland, Rev. J. A. Wright, Pastor, will erect building; plans by Dr. J. A. Baylor, Board of Extension of M. E. Church, South, Louisville.

Mo., Independence—Baptist Church will erect \$40,000 Sunday school annex; brick; gymnasium; social room; \$14,000 available, construction to proceed as funds are secured; E. O. Brostrom, Archt., Reliance Bldg., Kansas City.

Mo., Mexico—First Baptist Church, Rev. J. H. Hughes, Pastor, will erect \$90,000 building; 90x114 ft.; brick; stone trim; oak floors; roofing, heating and lighting not decided; architect not chosen; will probably let contract about Oct. 1. Address Judge E. A. Shannon, Mexico. (Lately noted.)

N. C., Dobson—Methodist Church, Rev. J. T. Tortherow, Pastor, plans to erect \$10,000 brick building.

Tex., Austin—University Methodist Church, Dr. K. P. Barton, Pastor, will enlarge auditorium and erect wing; cost \$50,000.

Tex., Canyon—First Methodist Church will erect \$60,000 brick building. Address The Pastor.

Tex., Fort Worth—Weatherford St. Methodist Church, L. E. Slawson, Chmn., Bldg. Comm., will erect \$45,000 social center; 2 stories and basement; 87.6x110.6 ft.; hollow tile and brick; tar and gravel roof; wood floors; basement complete, construction to proceed as funds are secured. ETAOIN proceed as funds are secured; W. C. Meadow, Archt., Fort Worth. Address Mr. Slawson. (Lately noted.)

Tex., Marshall—St. Joseph's Catholic Church, Rev. J. A. Schauf, Pastor, plans to erect \$70,000 brick building.

Tex., Mexia—St. Mary's Catholic Church will erect building. Address The Pastor.

Tex., San Antonio—First Baptist Church will erect building on corner of 4th and Taylor Sts.; Willard E. Simpson, Engr.; Wallace Rogers, Chmn. of Building Committee; archt. not selected.

Tex., Smithville—First Baptist Church will erect \$25,000 brick building. Address The Pastor.

Va., Roanoke—Villa Heights Baptist Church organized, C. W. McKendrie, W. C. Craig, and others, interested, and will erect \$12,000 Sunday school building; plan to erect church later.

W. Va., Huntington—Second Presbyterian Church, Fred C. Prichard, interested, will erect \$60,000 to \$75,000 building; 85 x 90 ft.; brick or stone; slate or tile roof; oak floors; heating, plumbing and elevators not decided; architect not selected. Address Mr. Prichard.

City and County

Fla., Bartow—Auditorium—City, W. H. Bradley, Clk., will erect \$70,000 municipal auditorium; Mr. Talley, Archt., Lakeland. (Lately noted.)

Fla., Orlando—Auditorium—City is considering erecting municipal auditorium; Address City Council.

Fla., Palatka—Jail—Putnam County Board of Commrs., R. J. Hancock, Clk., will receive bids until Sept. 3 to erect county jail; cost about \$50,000; plans and specifications from Mark & Sheftall, Archts., Jacksonville.

Fla., Tallahassee—Courthouse—Leon County Commrs. will receive bids until Sept. 10 to remodel courthouse; cost about \$60,000; H. J. Klutho, Archt., Jacksonville.

La., Baton Rouge—Library and City Hall—City plans municipal improvements; will vote Sept. 11 on following bonds: Public library, \$20,000, to be used with other funds; city hall, \$50,000. Address The Mayor.

N. C., Durham—Municipal Building—City, C. B. Alston, City Clk., plans to issue \$250,000 bonds for municipal building and site.

N. C., Wilson—Courthouse—Wilson County, Henry B. Lane, Chmn., County Commrs., will erect 3-story fireproof courthouse with jail on top, Nash and Tarboro Sts.; (lately noted) cost \$350,000 to \$400,000, including furnishings, \$500,000; 145x145 ft. with circular entrance; columns; reinforced concrete frame; Indiana limestone with granite base and steps; marble floors in halls, lobbies and courts, composition cork and concrete floors; Barrett specification roof; vapor system of heat, about \$15,000; conduit system electric wiring; 3 electric elevators; hollow fireproof and interior tile; metal doors; vaults; mail chutes; ventilators; steel sash and trim; wire glass; Fred A. Bishop, Archt., Petersburg, Va.; will call for bids Nov. 1 and let contract latter part of December or first of January, 1924. Address Archt. (See Mehy. Wanted—Elevators; Steel Trim; Marble.)

S. C., Barnwell—Courthouse—Barnwell County, W. J. Lemon, Sec., Courthouse Bldg. Comm., will receive bids until Aug. 22 for additions to courthouse; plans and specifications from Mr. Lemon or J. H. Sams, Archt., Columbia.

Tenn., Missionary Ridge, Chattanooga—Community Building, etc.—Missionary Ridge, T. R. Preston, Mayor, will erect brick and concrete community house and fire station near Bragg's Tower; bids opened.

Dwellings

Ga., Atlanta—R. N. Fickett, Jr., will erect residence, Ponce de Leon Ave., beyond Clifton Rd., Druid Hills.

Ga., Augusta—Dr. C. I. Bryan will erect residence on Meiggs St.; Willis Irvin, Archt., Lamar Bldg., Augusta.

Ga., Augusta—Chas. D. Carr will erect residence on Kings Way; Willis Irvin, Archt., Lamar Bldg., Augusta.

Ga., Sparta—Dr. C. S. Jernigan will erect \$10,000 frame residence; 30 x 40 ft.; 2 stories; oak and pine floors; probably cypress shingle roof; Dunwoody & Oliphant, Archts., Macon; construction by day labor under supervision of W. R. Higginson, 218 Jenkins St., Macon (lately noted contractor); foundation complete; contract let for Moneriel system of hot air heat; plumbing and lighting not let. (See Mehy. Wanted—Fixtures (Electrical); Fixtures (Plumbing); Hardware; Siding (Cypress).)

Md., Baltimore—City & Suburban Realty Co., Harford Rd. and Hamilton Ave., Hamilton, will erect two \$4000 dwellings, west side Elmwood Ave. near Evergreen Ave., and one \$3500 dwelling, S. E. cor. Fair Oaks and Rosedale Aves.; all 1½ stories; frame; 26.6 x 30 ft.; slate roof; furnace heat; plans and construction by owner.

Md., Baltimore—Wm. J. T. French, 4800 Liberty Hgts. Ave., will erect 9 two-story frame dwellings, N. E. cor. Kathland Ave. and Montgomery Path; 24x24 ft.; steam heat; total cost \$30,000; Stanislaus Russell, Archt., 11 E. Lexington St. (Lately noted.)

Md., Baltimore—Dr. J. Julius Smith, 308 Professional Bldg., will erect 2-story brick dwelling and garage, 3912 Liberty Hgts. Ave.; 32.8x40.10 ft. and 20x20 ft.; slate roof; hot water heat; cost \$12,000; Henry A. Knott & Co., Contrs., 2101 N. Calvert St., Baltimore. (Lately noted.)

Md., Baltimore—Wm. R. Blume, 23 N. Wolfe St. will erect 4 two-story brick dwellings, east side Palmer Ave., north of Oread Ave.; total cost \$14,400.

Md., Baltimore—Walter F. Hidey, 3912 Brookline Ave., will erect 4 two-story frame dwellings, north side Gwynn Oak Ave., north of Thornton Ave.; total cost \$12,000.

Md., Baltimore—Edw. J. Storck, 1125-26 Munsey Bldg., will erect four 3-story brick dwellings and 3-story apartment house, 3213-21 Guilford Ave.; total cost \$40,000.

Miss., Gulfport—G. Brunner Dantzler, 1307 Twenty-sixth Ave., will erect \$40,000 residence, East Beach; Spanish design; hollow steps; roof garden; special electric fixtures; Vincent H. Smith, Archt., Gulfport.

Miss., Gulfport—Oscar Estes will erect \$15,000 residence, East Beach; brick veneer; J. H. Wallis, Archt., Gulfport.

Miss., Gulfport—Dr. Ershey P. Odeneal, 2606 Thirteenth St., will erect \$18,000 residence, East Beach; brick veneer; Vincent H. Smith, Archt., Gulfport.

Mo., Palmyra—C. Lawrence Leggett will erect bungalow, Hannibal Rock Road.

Mo., Palmyra—F. E. Robinson will erect bungalow on Hannibal Rock Road.

Mo., Springfield—Frank Legan, Mgr., Williams Lbr. Co., will erect 8-room stucco bungalow, E. Walnut St. near Springfield; Earl Hawkins & Co., Archts., Springfield; excavating.

Mo., West Plains—Christian Church will erect bungalow. Address The Pastor.

N. C., Southern Pines—Geo. R. Straka will erect clap board residence; cedar shingle roof; steam heat; Lucas-Shank Co., Archts., Arcade Bldg., Southern Pines.

N. C., Winston-Salem—Chas. L. Creech will erect \$10,000 addition to residence in Southside.

Okla., Enid—Dr. H. B. Shields will erect \$20,000 residence, 1702 W. Cherokee St.; 2 stories; stucco.

Okl., Oklahoma City—R. P. Swirzinski, Pres., Mid-West Baking Co., will erect 2-story brick residence, 802 W. 16th St.; cost \$12,000.

S. C. Aiken—Mrs. H. H. Wyman will erect residence; Willis Irvin, Archt., Lamar Bldg., Augusta, Ga.

Tenn., Knoxville—F. H. Snipes has permit to erect \$12,000 brick dwelling, Scenic Drive; 10 rooms; 2 stories.

Tenn., Memphis—Hawks & Hodges will erect 2-story dwelling, 1121 Kyle Ave.; brick veneer and stucco; 9 rooms; also brick veneer bungalow, 1111 Kyle Ave.; 6 rooms; total cost about \$15,000.

Tex., Abilene—W. J. Fulwiler will erect \$30,000 residence in Highlands, Southwest Abilene.

Tex., Cuero—Dr. W. W. Sales will erect residence; Alfred Giles Co., Archt.; Colonial type; 2 stories; frame.

Tex., Dallas—Harold Abrams will rebuild country home destroyed by fire at \$25,000 loss.

Tex., Houston—C. M. Brown will erect 14,000 brick and frame residence; 10 rooms.

Tex., San Antonio—Mrs. Annie E. Chittim will erect \$70,000 concrete frame residence; tile and stucco; Seutter & Simons, Archts.; James Alken, Contr.; both San Antonio. (Lately noted.)

Tex., San Antonio—E. A. Hull will erect residence on Hollywood Blvd.; Adams & Adams, Archt.; E. W. Frischmuth, low bidder; both of San Antonio.

Government and State

Ala., Birmingham—Post Office—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., will receive bids until Sept. 4 for new marquise No. 1 and 2 over mailing platforms at post office and courthouse; drawings and specifications from Custodian at site or from office Supervising Archt.

Md., Cambridge—Barn — Eastern Shore State Hospital, W. G. Winterbottom, Chmn., Bldg. Comm., will erect 2-story brick or tile barn; bids opened Aug. 15; information from Chas. E. Brohawn, Cambridge.

Tex., Austin—Colony—State, S. B. Cowell, Chmn., Board of Control, will erect 2 dormitories at Texas Colony for Feeble Minded; red brick; 2 stories; total cost \$100,000; H. F. Kuehne, Archt., Austin.

Tex., West—Post Office, etc.—West Development Co. will erect 2 fireproof buildings to replace burned structures; one to be 2 stories with post office on first floor and Masonic Lodge rooms above and other one 1-story, to contain 4 storerooms.

Hospitals, Sanitariums, Etc.

D. C., Washington—Constr. Quartermaster Room 1304 Munitions Bldg., will receive bids until Aug. 21 for construction of new corridor and demolishing certain corridors and frame buildings at Walter Reed General Hospital; plans and specifications from Constr. Quartermaster.

Mo., St. Louis—Christian Hospital Assn., Dr. C. A. Mellies, Chmn., Bldg. Comm., Grand and Palm Sts., will erect \$350,000 hospital, Carter, Newstead and Taylor Aves.; 40x120 ft. and 40x80 ft.; 4 stories; reinforced concrete; concrete, terrazzo, tile and cork floors; built-up roof; steam heat; central lighting plant; 2 highspeed elevators; hollow fireproof and interior tile; metal doors; vaults; mail chutes; steel sash and trim; wire glass; Hoener, Baum & Froese, Archts., St. Louis. (Lately noted.)

N. C., Durham—Durham County will erect \$50,000 tubercular sanatorium, location not

decided; 42-bed capacity; probably 7 porches, each to accommodate 6 patients; G. Murray Nelson, probable archt.; will also erect tubercular sanatorium for negroes later. Address County Comr.

S. C., Spartanburg—Spartanburg County will erect \$42,500 nurses' home on site of present structure at General Hospital, N. Church St.; accommodate 50. Address Geo. Dearman, Chmn., Board of Trustees. (Lately noted to remodel Moore house).

Hotels and Apartments

Ala., Greenville—S. McRae of Samson will erect hotel on H. Z. Wilkinson Estate on Cedar St.; 35 rooms.

Ala., Montgomery—J. H. McCormick will erect building; 60x100 ft.; 2 stories; upper story for hotel with shower bath; lower story for cafe and stores; desires drawings and estimates.

Ala., Sylacauga—Hotel Knight, T. V. Knight, Mgr., will add 16 to 20 rooms and enlarge dining room.

Fla., Melbourne—The Melbourne Building & Investment Co., Melbourne, will receive bids for construction of fireproof hotel until Aug. 27. Plans and specifications from the company or Harvey & Clark, Archts., West Palm Beach.

Fla., Palm Beach—Dwight P. Robinson & Co., 125 E. 46th St., New York, and others plan to erect club hotel: the Robinson Company wires the Manufacturers Record; "Preliminary studies being made by us for design and construction projected 300 room club hotel at Palm Beach to be located on Ocean Blvd. between Casino and West Palm Beach Golf Club. J. E. R. Carpenter, West Palm Beach, Archt. Further details not decided."

Ga., Macon—J. R. Odon & Co. will remodel old Napier residence for 4 apartments of 5 and 7 rooms.

Md., Baltimore—Edw. J. Stork, 1125-26 Munsey Bldg., will erect 3-story apartment house, 3221 Guilford Ave. (See Dwellings.)

Md., Salisbury—Wicomico Hotel Co., Fred P. Adkins and others will receive bids until Aug. 28 to erect \$250,000 fireproof hotel; 64.10x106.2 ft.; 73 guest rooms; billiard room, cafeteria, lobby, private dining rooms, barber shops, etc.; main lobby 25.7x43.6; 5 stories steel and concrete; light colored terra cotta and pressed brick; terra cotta cornice. B. K. Gibson Co., Archts., 624 S. Michigan Ave., Chicago. (Previously noted.)

Mo., Kansas City—Bainbridge Hotel Co., E. C. Gilbreath, 210 E. 10th St., will erect family hotel; cost \$1,100,000; 14 stories; about 2,300,000 cu. ft.; fireproof; steel, concrete, stone, brick and terra cotta; roof garden; concrete floors; 3 passenger and 1 freight elevators; interior tile; vaults; mail chutes; ventilators ornamental terra cotta; bids opened about Sept. 1; Geo. B. Post & Sons, Archt. Alonzo H. Gentry, Supervising Archt. and local mgr., 318 Bryant Bldg., Kansas City. (Lately noted.)

N. C., Asheville—Dr. E. W. Grove, St. Louis, will erect 12-story fireproof hotel to replace Battery Park Hotel cost \$600,000; 90x100 ft.; W. L. Stoddart, Archt., 9 E. 40th St., New York; J. M. Geary, Construction Engr., Asheville, is receiving sub bids. (Previously noted.)

N. C., Montreal—Montreat Retreat Assn., Dr. R. C. Anderson, Pres., is considering erecting hotel, 25 additional cottages and hospital.

N. C., Southern Pines—L. W. Perkins will erect 4 story hotel; cost \$45,000 to \$50,000; fireproof; 51 rooms; Lucas-Shank Co., Designers, Southern Pines.

Tenn., Nashville—E. C. Scruggs will erect

\$125,000 apartment house; 18th and Belcourt Sts.; 2 stories; 24 suites; brick veneer.

Tex., Abilene—Grace Hotel will remodel and add one floor; cost \$60,000.

Miscellaneous

Ala., Monroeville—Fair—Monroe County Fair Asso. will erect exhibit hall.

Fla., Miami—Club House—Coral Gables Co., Geo. E. Merrick will erect \$60,000 addition to club house; native stone, concrete, and block; composition and tile floors; concrete and tile roof; city lighting; Hampton & Reimert, Archts.; Markley Construction Co. Inc., Contrs., both Miami.

Ga., Atlanta—Nursery—Osgood Sanders Nursery of the Sheltering Arms, 161 Walton St., Mrs. W. S. Elkin, Chmn., will erect \$10,000 building on Baker St.

La., Pecan Island—Louisiana Gulf Coast Club, E. A. McIlhenny, Dist.-Mgr., Avery Salt Mines, New Iberia, is promoting construction of \$2,000,000 winter resort; plans to erect \$300,000 fireproof clubhouse; stucco and metal; fireproof, concrete and hardwood floors; plaster board; ventilators; architect not selected. (Lately noted.)

Miss., Philadelphia—Fair—Neshoba County Fair Asso., T. B. Williams, Pres., will enlarge auditorium, build new stock barns and make other improvements.

Mo., Fayetteville—Central Methodist Church, Kansas City, Mo., will erect building as headquarters for delegates.

Mo., Kansas City—Club House—Linda Vista Golf and Country Club will erect building on 140-acre tract near Hillcrest Gold and Country Club.

N. C., Charlotte—Club House—Woman's Club, Mrs. Wm. T. Shore, Pres., will erect building; Chas. C. Hook, Archt., Charlotte.

N. C., Durham—Home—King's Daughters, Mrs. J. C. Angier and others will erect addition to Old Ladies' Home; Rose & Rose, Archts., Durham.

N. C., Winston-Salem — Club House—Forsyth Country Club, Donald Burch, mgr., plans to erect wing.

S. C., Columbia—Forest Lake Country Club, R. J. Blalock, Pres., organized and will establish club on property joining Lakeview; will build clubhouse, golf links, etc.

Tenn., Memphis—Fair—Tri-State Fair Asso. will erect recreation building and auditorium; J. A. Miller, Archt., New York.

Tex., Fort Worth—Masonic Orphans' Home will erect \$150,000 dormitory; reinforced concrete, brick and stone; composition roof; cement floors; steam heat, connected to plant system; Herbert M. Greene Co., Archts., Dallas; plans ready about Sept. 15 and contract let about Oct. 1. (Lately noted.)

Tex., Galveston—Fair—Galveston County Fair Asso. will remodel merchants display building.

Railway Stations, Sheds, Etc.

Fla., Daytona—Florida East Coast Ry. Co., H. N. Rodenbauch, Chf. Engrs., St. Augustine, Fla., will erect \$100,000 station.

Miss., Hazlehurst—Committee of the city will erect railway station; cost \$25,000; also sheds to be built; brick or cement platforms.

Va., Appomattox—Norfolk & Western R. R., J. E. Crawford, Ch. Engr., Roanoke, Va., will erect \$40,000 passenger station; brick.

Schools

Ala., Birmingham—Jefferson County Board of Education, Dr. N. R. Baker, Supt., will erect 4-room tile school on site of Victor school; cost \$10,000; also 6-room school at New Merkel school site; cost \$15,000.

Ala., Samson—School Board will erect \$10,000 addition; 6 rooms; brick; T. A. Cumbie, Contr., Samson.

D. C., Washington—City bought 4 building lots between North Capital and 1st Sts., and N and O Sts. to erect Slater-Langston school.

Fla., Greenville—School Board, L. C. Gee, Supt., will erect Junior High school on S. Wesley St.; 136x130 ft.; Linsey & Kilmer, Archts.

Fla., Lake Worth—City will erect \$20,000 addition to High School; 4 rooms; Wm. Manley King, Archt., West Palm Beach. (Lately noted.)

Fla., St. Augustine—Board of Public Instruction plans school building; voted \$300,000 bonds.

Ga., Atlanta—City Board of Education will receive bids until Sept. 7, addressed in care of W. P. Price, City Pur. Agt. to erect \$500,000 senior high school for girls, also for mechanical work consisting of plumbing, heating, wiring, etc., Edwards & Sayward, Archts., and Lockwood, Greene & Co., Asso. Archts., both Atlanta; plans and specifications may be procured from office of A. Ten Eyck Brown, Supervising Archt., 717-20 Forsyth Bldg., Atlanta. (Previously noted.)

Ga., Macon—City Board of Education will erect high school for boys; plans ready in about 10 days.

Ga., Toccoa—City, J. P. Vickery, Ck., will receive bids until Aug. 22 to erect school; plans and specifications at office H. J. Price, Archt., Elberton.

Ga., Valdosta—City plans completing equipment for new high school building, etc.; will vote Sept. 20 on \$150,000 bonds. Address The Mayor.

Ky., Lexington—University of Kentucky will erect \$50,000 basketball building and gymnasium; 102x184 ft.; 10 ft. basement and 24-ft. hall and playing floor; concrete basement and basement floor; composition asbestos or asphalt roof; maple or birch floors; steel sash and trim; wire glass; plans out about Aug. 18; contract about Aug. 30; foundation and concrete to be let separately; address A. O. Whipple, Archt., University of Kentucky, Lexington. (Lately noted.)

Ky., Louisville—University of Louisville, A. Y. Ford, Pres., plans to erect School of Medicine and College of Dentistry; cost about \$500,000 each.

Ky., Murray—State Normal School Commission, Louisville, will receive bids until Aug. 27 to erect Western Normal School; cost \$100,000; 3 stories; 60x120 ft.; Joseph & Joseph, Archts., Louisville.

La., Monroe—Louisiana Training School will erect addition; brick; 2 stories, containing dormitory, class rooms and gymnasium; cost \$35,000. J. W. Smith, Archt., Monroe.

La., New Orleans—Orleans Parish School Board, P. B. Habans, Sec., will erect boys' high school on Nashville Ave.; accommodate 1500 to 2000; also plans to erect girls high school. (\$3,000,000 bonds lately noted authorized).

La., New Orleans—School Board, Nicholas Bauer, Sec., rejected bids to erect school at Franklin and Jonquil Sts.; plans by Supervising Archt., Room 24, City Hall. (Lately noted.)

Md., Baltimore—Board of Awards, Mayor Howard W. Jackson, Pres., will receive bids in duplicate until Aug. 22 for alterations to building and plumbing and installation of electric power and light wiring at School No. 70, William St. and Warren Ave.; drawings and specifications at office J. F. Crowther, Inspector of Bldgs., City Hall.

Md., Cumberland—Allegheny County Board of Education will erect \$500,000 high school on camp hill at Sedgewick and Thomas Sts.; also plans to remodel present Pennsylvania Avenue school for new high school.

Miss., Aberdeen—Board of Education will erect high school; cost \$125,000; domestic science, recreation, bicycle rooms, etc., on ground floor; 8 class rooms, principal's office, ladies' and teachers' rest room, auditorium seating 1000 people on first floor; study hall, library, 6 rooms on second floor. R. A. Heavner, Archt., Jackson; D. D. Thomas & Sons, Contrs., Memphis, Tenn.

Miss., Moss Point—School Board will erect 1-story brick school on site donated by Southern Paper Co.; J. H. Wallis, Archt., Abstract Bldg.

Mo., Hunnewell—School District will vote on \$20,000 bond issue to erect school; address board of education. (Lately noted defeating \$21,000 bond issue.)

Mo., Kansas City—Board of Education will erect new school at 44th St. and Jackson Ave. in place of Seven Oaks School at 39th and Cleveland Ave.

Mo., Sedalia—Board of education will erect \$400,000 high school; 190x185 ft.; 3 stories; brick and stone; fireproof floors and stairways; 30 class rooms; combination gymnasium and auditorium to seat 1000; chemical laboratory; manual training department; cafeteria, etc.; T. W. Bast, Archt., Sedalia; W. B. Ittner, consult. archt., Board of Education Bldg., St. Louis; plans ready by Sept. 15.

Mo., Willow Springs—School Board, J. C. B. Davis, Pres., plans to erect \$40,000 high school.

N. C., Durham—The Board of Education will select site for new Mangum high school.

N. C., Fairview—Town plans erecting high school building; voted \$50,000 bonds. Address The Mayor. (Lately noted.)

N. C., Kinston—Caswell Training School. Dr. C. Banks McNairy, Supt. will receive bids until Aug. 20, to erect hospital, boy's industrial building, girl's industrial building, cold storage building, mule barn, and implement shed, including plumbing and electrical wiring; other mechanical equipment under separate contract; plans and specifications at office of H. A. Underwood, Engr., 916 Commercial Bank Bldg., Raleigh. (Previously noted.)

N. C., Roxboro—W. J. Pulliam, Chmn. of Committee, Leasburg, Roxboro, will receive bids until Aug. 14 to erect graded school building at Leasburg; plans and specifications from office of superintendent, Leasburg, Roxboro.

N. C., Salisbury—School Board will erect brick addition to Ell's St. school; 7 class rooms; W. C. Northup, Archt., Starbuck building, Winston-Salem; Bids opened Aug. 9. T. Wingate Andrews, City Supt. of City Schools, Salisbury.

N. C., Spray—Board of Education will erect \$40,000 school building; W. C. Northup, Archt., Winston-Salem.

N. C., Warsaw—Board of School Trustees, H. L. Stevens, Chmn., will erect graded school buildings at Lanefield and Boudin in accordance with plans and specifications furnished by State Board of Education, Raleigh, and on file at office of D. L. Carlton, Warsaw.

N. C., Weldon—Weldon Colored School, W. W. Wiggins, Chmn., Bldg. Comm., will erect brick veneer school; L. N. Boney, Archt., Wilmington; bids opened Aug. 8.

N. C., Winston-Salem—City, James G. Hanes, Mayor, will erect addition to South Side School; cost \$15,733.

Okla., Muskogee—Board of Education will erect additions to Whittier and Longfellow Schools; brick; cost \$10,000; M. T. Hardin, Archt., Muskogee. (Lately noted.)

Okla., Muskogee—Oklahoma School for Blind, O. W. Stewart, Supt., will erect \$20,000 addition; 2 stories.

S. C., Boiling Springs—School Board, G. C. Wolfe, Chmn., will erect school; 4 rooms.

S. C., Charleston—City Board of Public School Commissioners will receive bids until Aug. 15 to erect Janitors' lodge at Vocational School, Chisholm St.; plans and specifications from David B. Hyer, Archt., 410 Peoples' Bldg., Charleston.

S. C., Cherokee—School Board, E. J. Abbott, Chmn., will erect building.

S. C., Clinton—Presbyterian College will receive proposals through Dr. Davison McDowell Douglas, Pres., until Sept. 7, 1923, for erection of gymnasium; Alfred D. Gilchrist, Archt., Rock Hill, S. C.

S. C., Green Pond—School Trustees, J. W. Neal and others, will erect 4 room addition.

S. C., York—Bethany School District No. 2 voted \$12,000 bonds to erect building. Address District School Trustees.

Tenn., Chattanooga—Dept. of Education, Commr. Fred F. Frazier, Pres., plans to erect 2-story wing to East Side Junior High School for manual training and domestic arts depts. and 4 classrooms, auditorium and 8 classroom-addition to Fifth St. Colored School and 6-classroom addition to Main St. Colored School; also has plans drawn for new school in Park Place to be erected later. (\$750,000 bonds lately noted voted.)

Tenn., Halls—School Board will remodel grammar school; W. C. Lester, Memphis, Archt.

Tenn., Kingsport—Board of Education will erect school for negroes on Myrtle and Walnut Sts.; brick; cost \$15,000; sanitary and storm sewer system.

Tex., Austin—Texas Methodists will erect building for Wesley Bible Chair; to cost \$50,000; address Dr. K. P. Barton, Pastor, University Methodist Church, Austin.

Tex., Austin—University of Texas, Dr. Robert E. Vinson, Pres., will erect biology building; 192x67 ft.; 4 stories and basement; fire-proof; hollow fireproof tile; cement, tile and linoleum floors, tile roof reinforced concrete foundation; metal doors; ornamental terra cotta trim; central heating plant; Herbert M. Green & Co., Archts., 620 North Texas Building, Dallas; Wattinger Bros., Austin, low bidders at \$318,040; Charkley Bros., San Antonio, \$20,679 for plumbing; J. L. Martin, Austin, \$14,558 for heating; Otis Elevator Co., New York, \$4260 for elevators. (Lately noted.)

Tex., Baird—School Board, Denton Common School District No. 5 of Callahan County, J. Carpenter, Pres., will receive bids for erection of building; plans and specifications at office B. C. Chresman, County Supt. of Baird and at office of R. S. Glenn, Archt., Cisco.

Tex., Blossom—Independent School Dist., plans building and equipping school; voted \$25,000 bonds. Address School Trustees.

Tex., Denton—Board of Education will erect R. E. Lee Ward School; 12 rooms, auditorium, teachers' room, library, etc.; 1 story; Charles N. Davis, Denton, low bidder for general contract; McCrary Plumbing Co., low bidder for plumbing and Kinison Bros., Dallas, low bidders for heating. (Lately noted.)

Tex., Jackson—School Board will erect \$10,000 building; frame.

Tex., San Antonio—Board of Education has engaged W. C. King as landscape Archt. for 16 proposed school buildings.

Tex., San Antonio—Locke Hill School district voted \$10,000 bonds.

Tex., San Antonio—School Board will erect \$36,800 building at Austin and Mason Sts.; \$40,783 building at Brazos and Colima Sts.; \$36,458 building on Vers Cruz St.; frame; receiving bids.

Tex., San Jose—Common School District No. 40 will erect brick school building; 2 rooms and bath; Adams & Adams, Archts.; bids opened.

Tex., Santa Maria—School Board will erect \$25,000 building; stucco; H. F. Kuehne, Archt., Austin.

Tex., Smithville—School Board will erect \$65,000 high school; 2 stories; brick; also \$15,000 frame school; H. F. Kuehne, Archt., Austin.

Tex., Spearman—City plans school building; voted \$75,000 bonds. Address The Mayor.

Tex., Weinert—Board of Education will erect School building.

W. Va., Adamston—Board of Education of Coal district will receive bids until Aug. 16 at its office in Victory High school, Adamston, to erect 2 story frame annex to school at Zeisling; 2 class rooms with cloak rooms adjoining; plans and specification at office of E. U. Wood & Son, 30-31 Lowndes Bldg., Adamston.

W. Va., Bluefield—Concord State College will erect physical education bldg., including concrete swimming pool.

W. Va., East Bank—Board of Education, Edward Smith, Secy., will erect 4-room brick school at Glasgow; also 6-room brick at East Bank; bids opened Aug. 13.

W. Va., Fayetteville—School Board is erecting high school; C. G. Janutolo, Fayetteville, Archt.

W. Va., Glasgow—Board of Education, Edward Smith, Secy., East Bank, W. Va., will erect 4-room brick school; bids opened Aug. 13. (See W. Va., East Bank.)

W. Va., Harveytown—Board of Education will erect 4 room school in Gimlet Hollow.

W. Va., Institute—State Board of Control James S. Lakin, Pres., Charleston, will receive bids until Sept. 28 to erect building for West Virginia School for Colored Deaf and Blind; 46x90 ft.; brick and tile walls; concrete foundation; slate roof; terra cotta trim; oak and composition floors; interior Iron stairs; tile and stud partitions; wood and metal joists; Wysong & Jones, Archts., Charleston; plans, specifications and blank forms from State Board of Control.

W. Va., Logan—Board of Education will erect high school; 3 stories; Foreman & Putnam, Contrs.

W. Va., Martinsburg—Berkeley County Board of Education, C. E. Jenkins, Pres., will erect 2-room brick school at Berkeley Station, Opequon Dist.; C. E. Kent, Archt., Martinsburg; bids opened Aug. 14 (extended date). (Lately noted.)

W. Va., Wheeling—Sisters of the Good Shepherd will erect monastery at Edington Lane; cost \$37,966; concrete basement and structure; 200x190 ft.; T. W. Jackson in charge of construction.

Stores

Ala., Ensley—Ramsey & McCormack will erect building on Ave. E between 18th and 19th Sts. for Daniel Furniture Co.; 40x155 ft.; also 3 buildings on 19th St.; 20x100 ft.; 2 stories; brick.

Fla., West Palm Beach—F. W. Woolworth Co., will erect store on Clematis Ave.; 2 stories; 50x 150 ft.; brick; Julius Jacobs will supervise construction. (Lately noted.)

Ky., Ashland—Alex. Josselson will erect business building; 5 or 6 stories.

Ky., Ashland—More Hyman, Welch, W. Va., will erect store on Winchester St.

La., New Orleans—S. M. Munnie will erect frame and stucco store and residence, Carrollton Ave. near Canal St.; 2 stories; 30x53 ft.; Rathbone DeBuys, Archt., New Orleans.

Mo., Columbia—J. H. Taylor will erect group of buildings, including 3 business buildings, filling station and garage.

Mo., Kansas City—Mrs. Ada. G. MacLaughlin will erect 2 story bldg. Armour Blvd. and Troost Ave., for shops and offices.

Mo., St. Louis—Thomas P. Saum of Saum Architects purchased site at Delmar Blvd., Syracuse and Enright Aves., and will erect \$125,000 building; 2½ stories; 8 stores on 1st floor, offices above; semi-glazed buff brick; stone trim; red tile roof; oil burning steam heating plant; financed by Albert G. Blanke Co., St. Louis.

Okl., Enid—Rorabaugh-Kennell Co. will enlarge store and purchase new fixtures.

Tenn., Chattanooga—Pizitz-Smolian Co., A. Smolian, Pres., will remodel store at 824 Market St.; cost \$25,000.

Tenn., Knoxville—Vine Avenue Realty Co., will remodel theatre on Vine Ave., for stores, etc.; Brimer & England, Contrs., Knoxville; Ryno & Brackney, Archts.; cost \$10,000.

Tenn., Memphis—R. Lowenstein Bros., Inc., will erect 8-story department store at Monroe Ave. and Main St.; 148½x148½ ft.; also 50x148½ ft. annex; cost \$1,250,000; reinforced concrete; plate glass show windows; ornamental terra cotta trim; Hunker & Cairns, Memphis; Emile Weil, New Orleans, Asso. Archts. (Previously noted.)

Tex., Dallas—A. A. Jackson will erect N. Lamar and Elm Sts.; 200x25 ft.; Lang & Witchell, Archts., Dallas.

Tex., San Antonio—Mrs. Johanne Steves will erect \$50,000 building for garage and 7

stores; 158x155 ft.; brick walls; frame roof construction; Barrett 20 yr. roof; cement and tile floors; ventilators wire glass; Will N. Noonan, Archt., San Antonio; bids opened Aug. 6. (Lately noted.)

Tex., Sherman—Mrs. Belle Light Fielder will erect 1-story brick business building; cost \$15,000.

Tex., Temple—McGowen & Brady will erect store on 2nd St.; one story.

Tex., Temple—W. A. Brady will erect 2 buildings on 2nd St.; one story.

Va., Bristol—Bristol Hardware Co. will erect store on West State St.; concrete footing have been laid.

Va., Bristol—More-Earhart Co. will erect building on State St.

W. Va., Kimball—N. Wiley plans to erect store building; 25x70 ft.; 2 stories; brick; fireproof roof; wood or Imperial flooring; steam heat; electric lighting ventilators.

Theatres

Fla., Century—The Alger Sullivan Lumber Co., will erect building, containing auditorium with stage, dressing rooms and balcony; seating capacity 500; steam heat; room provided for armory.

N. C., Winston-Salem—R. J. Reynolds, Realty Co., will erect theatre for negroes; 54x150 ft.; concrete, steel and brick; front of classic design with columns; seating capacity 1200; Harold Macklin, Archt., Winston-Salem; Southern Construction Co., Contr., Charlotte.

Warehouses

Ala., Samson—Winter Hardware Co., will erect warehouse; 60x90 ft.

Ark., North Little Rock—Voss-Hutton Manufacturing Co., Carl Voss, Pres., Little Rock, will erect warehouse at 4th and Locust Sts.

Fla., Tampa—Wholesale Dry Goods Co. will erect \$107,000 building.

La., New Orleans—Board of Port Commissioners will receive bids until Aug. 16 to erect steel structure for straw warehouse; specifications and proposal forms at office of supervisor of purchases No. 1 Canal, New Orleans.

Md., Baltimore—American Ice Co., Calvert Bldg., will erect storage warehouse on Eden near Monument St.; 56x100 ft.; 75 ft. high; capacity 70,000 tons; brick.

Va., Lovingston—J. B. Whitehead, Chmn. of committee is promoting erection of warehouse.

Va., Richmond—Richmond, Fredericksburg & Potomac Railroad Co., W. D. Duke, Gen. Mgr., will erect a concrete warehouse at 1900 West Clay Street to be occupied by Atlantic & Pacific Tea Co.

BUILDING CONTRACTS AWARDED

Association and Fraternal

Miss., Meridian—Hamasa Temple, A. A. O. N. M. S., I. M. Moody, Chmn., Bldg. Comm., will erect \$200,000 mosque on 8th St. and 24th Ave.; 3 stories; 187x125 ft.; reinforced concrete and steel; auditorium to seat 2500; Emile Weil, Archt., Whitney Central Bldg., New Orleans; Wetmore & Priester, Contrs., Meridian. (Lately noted.)

Bank and Office

Ala., Blountsville—Bank of Blountsville will erect \$15,000 building; 20 x 60 ft.; cement blocks; galvanized iron roof; wood floors; stoves; plaster boards; vaults; C. T. Jordan, Contr. Albertville. (See machinery Wanted—Glass.)

Tenn., Chattanooga—Provident Life & Accident Co. let contract to Fred Cantrell Co., at about \$65,000 for plumbing, heating and

wiring in 12-story fireproof office building under construction on Broad St. by John Park & Co.; R. H. Hunt, Archt.; all Chattanooga. (Lately noted.)

Tenn., Knoxville—Medical Building, Inc., Dr. L. L. Shedd, Pres., will remodel and erect 3 stories to Cumberland Club at Clinch Ave. and Walnut St.; cost \$50,000; stores on first floor; drug store, surgical operating room, emergency hospital in basement; 98 offices; R. F. Graf & Son, Archts.; W. H. Whisman, Contr.; both Knoxville. (Lately noted.)

Tex., Dallas—M. H. Thomas & Co., Inc., let contract to Mid-West Engineering Construction Co., Dallas, for electrical work in 8-story fireproof office building under construction on Wood St. by Henger & Chambers Co., Contrs., 315-18 Slaughter Bldg.; Anton F. Korn, Jr., Archt.; Joor Engineer-

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ing Co., Engr.; all Dallas. (Other contracts lately noted.)

Va., Lawrenceville—Brunswick County State will erect \$25,000 building; Fred A. Bishop, Archt., Petersburg; Harrison Construction Co., Contrs., Petersburg and Richmond. (Lately noted.)

Churches

Ala., Selma—First Baptist Church will erect \$60,000 Gothic type Sunday school building; 3 stories; gray sandstone; accommodate 1000; auditorium to seat 300, with stage, kitchens, dressing rooms, etc., on second floor; Dougherty & Gardner, Archts., Nashville; Southern Construction Co., Contr., Pensacola, Fla. (Previously noted.)

Fla., Miami—Tamiami M. E. Church, Rev. R. N. Merrill, Pastor, White Temple M. E. Church, interested, will erect Spanish type, cement block and stucco church and 2-story parsonage, S. W. 8th St. and 14th Ave.; auditorium to seat 400; total cost \$15,000 to \$20,000; contract let; plans to erect open-air pavilion and \$15,000 educational building later.

Md., Baltimore—Wilkins Ave. M. E. Church, South, Rev. H. P. Baker, Pastor, will erect Sunday school building as first unit of \$125,000 church which will include auditorium and parsonage; 40 x 67 ft.; Falls Rd. stone and brick; gymnasium; cost \$40,000; Herbert L. Cain, Archt., 12 N. 9th St., Richmond, Va.; C. C. Watts, Contr., 407 E. 25th St., Baltimore. (Lately noted.)

Md., Baltimore—St. Johns Evangelical Lutheran Church, W. Lombard and Catherine Sts., will erect \$130,000 parish house; 50x160 ft.; 2 stories and basement; composition floors over concrete; concrete foundation; slag roof; hollow fireproof tile; ventilators; Otto G. Simonson, Inc., Archt., Hearst Tower Bldg.; J. L. Robinson Construction Co., Contr., 1130 W. Lafayette St.; Baltimore Heat Corp., vapor heating plant; Kingsbury-Samuel Elec. Co., electrical work; all Baltimore; plumbing in general contract. (Lately noted.)

Okla., Norman—First Methodist Church, Rev. Robt. M. Lehew, Pastor, will erect \$60,000 unit of \$100,000 church, Linn St. and Asp Ave.; auditorium to seat 1000, dining hall in basement, etc.; modified Gothic type; R. H. Hunt, Archt., James Bldg., Chattanooga, Tenn.; Gross Construction Co., Contr., Oklahoma City, Okla.; second unit to contain Sunday school rooms, gymnasium, etc., to be erected later. (Previously noted.)

S. C., Aiken—St. Thaddeus Episcopal Church will erect Sunday school building; Willis Irvin, Archt., Lamar Bldg., Augusta, Ga.; contract let.

Tex., Dallas—East Dallas Baptist Church will erect \$40,000 building; McCright-Crane Co., Contr., 304 Scollard Bldg., Dallas.

Tex., Dallas—Gate Way Methodist Church, Rev. Robt. L. Jackson, Pastor, will erect frame building, McKinney and Elizabeth Sts.; J. C. Cain, Contr., Dallas.

City and County

Tex., Dallas—Fire Stations—City, Louis Blaylock, Mayor, will erect 2-story fire station, McKinney Ave. and Laws St.; 20 beds and lockers; also 2 residence-type fire stations, Hampton Rd. and 12th St., Oak Cliff and E. Grand Ave. and E. Pike St., Mount Auburn; each to contain 15 beds and lockers on second floor; all hollow tile and brick veneer; total cost \$45,000; Harre M. Bernet, Archt.; Robt. C. Newcomb, Contr.; both Dallas. (Lately noted.)

Va., Norfolk—Armory—City will erect \$58,500 armory for militia, Princess Anne Ave. and Salter St.; K. L. Hullsick & Co., Archts., Flat Iron Bldg.; Miller Engineer-

ing Co., Contr.; both Norfolk. (Lately Noted.)

Dwellings

Fla., Miami Beach—Jas. M. Cox will erect \$45,000 residence, N. Bay Shore Rd.; 78 x 110 ft.; 2 stories; reinforced concrete and interlocking tile; Spanish Mission tile roof; hardwood and tile floors; P. E. Paist, Archt., S. E. 6th St.; Hunt Bros. Co., Contrs., both Miami. (Lately noted.)

Fla., Miami Beach—John J. Fairey will erect \$20,000 Spanish type residence, Meridian Ave. near 13th St.; stucco; Spanish tile roof; cut stone trim; John Pope, Contr., Miami.

Fla., Palm Beach—Geo. S. Wallen, Pres., Geo. S. Wallen Co., New York, is erecting \$20,000 Spanish type bungalow, vita Serena; 76 x 63 ft.; hollow fireproof tile; tile roof; oak floors; interior tile; ventilators; ornamental terra cotta; J. S. Willson, Archt.-Contr., Palm Beach. (Lately noted.)

Md., Baltimore—Jean Carrigan will erect two 2½-story dwellings, south side Northway, West of Wendover Rd.; 32 x 25 ft.; first floor, tile and stucco; second, frame; concrete, oak and pine floors; slate roofs; interior tile; vapor system of heat; total cost \$15,000; J. S. Downing, Archt.-Contr., 2600 Greenmount Ave., Baltimore. (Lately noted.)

Md., Baltimore—Mr. Wagner will erect dwellings; cost \$20,000; 38x 29.6 ft.; brick; slate roof; concrete, oak and pine floors; hot water heat; J. S. Downing, Archt.-Contr., 2600 Greenmount Ave., Baltimore.

Md., Baltimore—Lawrence W. Yakel will erect \$20,000 residence, Bellona and Charles Street Aves.; 2½ stories; hollow tile and stucco; 8 rooms; Theo. Wells Pietsch, Archt., American Bldg.; Willard E. Harn Co., Contrs., 2314 Oak St.; both Baltimore.

Mo., Jefferson City—John A. Meyer, Prop., Pacific House, will erect residence; Ed. Linhardt, Contr., Jefferson City.

N. C., Charlotte—Dr. Clyde Lisk will erect \$10,000 residence, 123 Crescent Ave.; 8 rooms; W. M. Plyer, Contr., Charlotte.

N. C., Charlotte—W. H. Porcher will erect \$40,000 residence, 500 block E. Morehead St.; 2 stories; 82x68 ft.; tile and brick; 8 rooms; W. H. Peeps, Archt.; Blythe & Isenhour, Contrs.; both Charlotte.

N. C., Greensboro—R. C. Millikan will erect eight \$3000 dwellings south of Glenwood; 25x50 ft.; frame; pine floors; asphalt roofs; Richardson & Lewis, Contrs., Greensboro. (Lately noted.)

S. C., Chester—J. Ernest Hamilton will erect bungalow on Hemphill Ave.; C. W. Huggins, Contr., Chester.

Tenn., Memphis—W. V. Brett will erect \$10,000 brick veneer bungalow, 1390 Goodbar Place; 9 rooms; airplane sleeping porch; heating \$1000; garage \$500; W. H. Williams, Archt.-Contr., Memphis.

Tex., Dallas—H. K. Denton will erect \$17,500 residence; 2 stories and basement; brick veneer; McCright-Crane Co., Contr., 304 Scollard Bldg., Dallas.

Tex., Houston—J. W. Holliday will erect \$13,000 two-story residence, Walker and Eastwood Aves.; brick veneer; 9 rooms; Wm. A. Wilson, Contr., Houston. (Lately noted.)

Hospitals, Sanitariums, Etc.

Ark., Booneville—Tuberculosis Sanatorium, Jos. M. Hill, Pres. Board of Trustees, Fort Smith, will erect 30x83-ft. two-story annex to Kie Oldham Hall, 28x200-ft. Hemingway Hall, and rooms for X-ray and dental depts. on west end of Kie Oldham Hall; cost \$40,000; hollow tile stuccoed;

composition roofs; yellow pine floors; vacuum steam heat; \$4000; electric wiring; showers; A. Klingensmith, Archt.; J. S. Davis, Contr., 1300 S. M street; both Fort Smith. (Lately noted.)

Ark., Little Rock—Missouri-Pacific R. R., H. J. Mohler, Pres., Hospital Board, St. Louis, will erect \$600,000 division hospital on Lincoln Ave.; Jas. Stewart & Co., Contrs., Boatmen's Bank Bldg., St. Louis. (Previously noted.)

Fla., St. Petersburg—City, A. R. Welsh, Chmn., Hospital Board, will erect \$68,000 hospital, 6th St. and 6th Ave., South; 2 stories; 38x80 ft.; hollow tile and stucco; wood floors; slab roof; Henry Taylor, Archt.; Weeks & Son, Contrs.; both St. Petersburg. (Lately noted.)

Md., Baltimore—Johns Hopkins Hospital, Dr. Winford H. Smith, Director, will alter and erect 1-story fireproof addition to Harriet Lane Home; cost \$30,000; 27 x 65 ft.; steam heat; Archer & Allen Archts., 56 Central Savings Bank Bldg.; Cogswell-Koether Co., Contr., 406 Park Ave.; both Baltimore. (Lately noted.)

Mo., Poplar Bluff—W. L. Brandon, M. D., Brandon Hospital, leased Peer Hotel and will remodel for hospital; stoves; electric lights; wood work; Eric Robinson, Contr., Poplar Bluff. Address Dr. Brandon. (Lately noted.)

Tex., Houston—Baptist Sanitarium, Judge T. M. Kennerly, Pres., Bldg. Comm., will erect \$370,000 women's and children's addition; R. D. Steele, Archt.; Henger & Chambers, Contrs.; both Houston. (Previously noted.)

Hotels and Apartments

N. C., Charlotte—Dr. J. C. Montgomery will erect apartment house; cost \$24,000; 2 buildings, 38 x 54 ft.; 2 stories; 8 suites; brick veneer; composition roof; oak floors; Arcola Heating Plant; F. L. Bonfoey, Archt., Southeastern Construction Co., Contrs., both Charlotte. (Lately noted.)

N. C., Statesville—Henkel Hotel Co. will erect \$69,000 addition to Vance Hotel; 4 stories; ballroom and 57 bedrooms; semi-fireproof; long leaf pine floors; Barrett roof; Louis Asbury, Archt.; J. A. Gardner, Contr.; Grinnell Co., heating; all Charlotte. (See Methy. Wanted.)

Schools

Ark., Pine Bluff—Boys Industrial School W. B. Sorrells, Chrm. will erect Trades Bldg., laundry and hospitals; brick and frame; Chas. Dunnington, Pine Bluff, contr. at \$12,799 for Trades Bldg.; Chas. Royce, Pine Bluff, contr. at \$11,675 for hospital and laundry; plumbing contracts re-jected.

Fla., St. Cloud—Osceola County School Board, C. E. Yowell, Supt., Kissimmee, will erect high school; cost \$45,000; P. C. Samwell, Archt., Winter Park; P. E. Morgan, Contr., St. Cloud.

Md., Ilchester—Donaldson School will erect 3 masters' homes and building for assembly hall and chapel; frame and brick; slate roofs; Wm. F. Thompson, Contr. Ellicott City.

Md., Rockville—Board of Education will enlarge Damascus High School; P. Ray Souders, Damascus; 4 rooms; assembly halls; cost \$20,000.

Mo., Kennett—Board of Education will erect addition to high school; wing on each end of main building; 2 stories and basement; Aldous & Brewer, Kennett, Contrs., at \$37,960.

N. C., Concord—Board of Education will

erect \$12,000 High School at Concord Depot; contract let; J. P. Scruggs and others Trustees.

N. C., Elon College—Elon College, Dr. W. A. Harper, Pres., will erect 5 buildings as follows: Administration building, 60x300 ft.; 3 stories; auditorium 64x120 ft.; 2 stories; science building; library and religious activity building; all 60x120 ft.; 3 stories; brick; reinforced concrete; slate roofs; composition floors; all of colonial architecture; arranged in quadrangle with administration building in center; total cost \$300,000; Herbert B. Hunter, Archt., High Point, N. C.; Joe W. Stout & Co., Inc., Contr., Sanford, N. C. (Previously noted.)

N. C., Germanton—Stokes County School Board will erect \$35,000 bldg.; 1 story; brick; 10 classrooms; auditorium to seat 750; W. C. Northup, Archt., Starbuck Bldg.; Kapp Bros., Contrs., both Winston-Salem. (Previously noted.)

N. C., Greenville—School District Trustees will erect school for negroes; cost \$48,449; ordinary brick construction; Barrett roof; wood floors; city lighting; Wilson & Berryman, Archts., Columbia, S. C.; Wilson and Gastonia, N. C.; U. A. Underwood Inc., Contrs., Wilmington; Hicks Co., Contr. for steam heat at \$4814.

N. C., Kinston—Kinston Graded School Board, K. R. Curtis, Supt., will erect \$126,000 primary school and \$47,000 school addition; brick; Barrett roofs; wood floors; heating plants \$33,000; electric lighting; W. G. Rogers, Archt., Charlotte; R. L. Blalock, Contr., Kinston.

N. C., Lenoir—Caldwell County Board of Education, Y. D. Moore, Supt., will erect \$20,000 school at Dudley Shoals; 8 class rooms, auditorium, library, etc.; Benton & Benton, Archts., Wilson; Poe Triplett Construction Co., Contr.; James C. Shuford Co., Hickory, Contrs., for heating; B. E. Tuttle, Fayetteville, plumbing; J. M. Stephens, Electrical Fixtures. (Lately noted.)

S. C., Greenville—Parker School District Trustees, R. W. Arrington, Sec., will erect West Greenville School; 2 stories; brick veneer; 6 class rooms and auditorium; Morris & McCoy, Contrs.; also enlarge and improved Sans Souci and Park Place Schools; Cox & Hodges, Contrs., J. P. Oeland, Archt., all Greenville. (Lately noted.)

S. C., Rockhill—Winthrop College, Dr. D. B. Johnson, Pres., will erect teachers' dormitory; cost \$75,000; 3 stories and base-

ment; 160x64 ft.; brick and hollow tile; slate roof; elevator; laundry, recreation room, boiler and several store rooms in basement; 36 bedrooms; Edwards & Sayward, Archts., Atlanta, Ga.; J. P. Little & Son, Contrs., Charlotte, N. C. (Previously noted.)

S. C., Williamston—Williamston Mills will erect \$19,000 school; 1 story; 4 class rooms and auditorium; brick; terra cotta trim; C. M. Guest & Son, Contr., Anderson.

Tenn., Binghamton—City Board of Education will erect addition to Lawler School; cost \$75,000; 12 rooms; Hubert T. McGee, Archt.; Estes-Williams-Ragsdale Construction Co., Contrs., both Memphis. (Lately noted.)

Tenn., Dresden—Dresden High School Bldg. Committee will erect \$35,000 high school; L. F. Wingo, Martin, Tenn. and J. W. Templeton, Dresden, Contrs. for brick work and finishing auditorium.

Tenn., Ridgely—School Board H. A. Teague, Chmn. Building Com. will erect high school; cost \$31,000; colonial type; brick and stone; auditorium to seat 500, library, study hall, domestic room, 2 music rooms, expression room; wash room and steam heating plant in basement; J. Frazier Smith, Archt., Memphis, G. L. West, Contr. Ridgely. (Lately noted.)

Tex., Daingerfield—School Board will erect addition; cost \$12,070; brick; T. J. Galbraith, Archt., Dallas; Jack Pharris, Contr., Daingerfield. (Lately noted.)

Stores

Ala., Montgomery—Silva Novelty Co. will remodel building; cost \$15,000; Hugger Bros., Contrs., Montgomery.

Fla., Ocala—W. S. Bullock will erect \$10,000 store building; 22x50 ft. hollow tile or concrete blocks; cement floor; Geo. MacKay, Archt.; Geo. MacKay Co., Contr., both Ocala. (Lately noted.)

Ga., Athens—Sidney and Sol. Boley will remodel building for F. W. Woolworth Co.; William J. Miller, Contr., Athens.

La., New Orleans—J. B. Levert, 806 Perdido St., will erect \$48,000 building for store and building house; 37 x 123 ft.; hollow tile walls; wood joist floor construction; Barrett composition roof; pine and ceramic tile floors; hot water heat; electric lighting; Paul Audry, Archt.; Arthur Feitel, Asso. Archt., 840 Gravier St.; J. Hasse, Contr., 823 Gravier St., both New Orleans. (Lately noted.)

N. C., Wilmington—White & Ham, Greensboro, will erect \$50,000 building at Front and Grace St.; 3 stories; Simon and Brady, Contrs., Wilmington.

S. C., Greenville—L. A. Mills, Traxler Tire Co., will erect building on College St. between Maine and Laurens St.; brick; 40x40 ft.; 1 story; terra cotta and white brick front; Martin and Ward, Archt.; W. M. Campbell, Contr.; both Greenville.

Tex., Dallas—S. G. Webb, Minden, La., will erect business building, 2556 Elm St.; J. A. Pitzinger, Archt., S. W. Life Bldg.; Inge Construction Co., Contr.

Tex., Dallas—Streeter Moore will erect \$15,000 business building; J. R. Sessum & Son, Contrs., Dallas.

Tex., San Antonio—J. J. Sterne, Inc., Palace Theater Bldg., will erect store; R. B. Kelly, Archt., Brady Bldg., San Antonio.

Tex., San Antonio—Ransom & Silsbee will erect 2-story addition to store on Alamo Plaza; reinforced concrete and brick; E. W. Frischmuth, Contr., San Antonio.

Tex., San Antonio—Satex Seed Co. will erect \$15,000 store and warehouse building, S. Flores St.; reinforced concrete and tile; brick front; Will A. Orth, Contr., San Antonio; construction begun.

Tex., Taft—E. C. McCleary will erect \$10,000 store; 25 x 110 ft.; brick; gravel roof; concrete floors; hollow fireproof tile; metal ceilings; ventilators; heating \$800; electric lighting, \$200; John M. Marriott, Archt., San Antonio; W. C. Knacker, Contr., Corpus Christi. (Lately noted.)

Warehouses

Fla., Miami—East Coast Lumber & Supply Co., will erect \$16,000 lumber shed and warehouse under one roof, drive between; 90x130 ft.; concrete and brick; class B roof; pine floors; East Coast Millwork Plant, Archt., Fort Pierce; Sandquist & Snow, Inc., Contrs., Columbia Bldg., Miami.

Ky., Owensboro—Dark Tobacco Growers Cooperative Asso. will erect \$30,000 warehouse, Smith's Grove, Raymond Contracting Co., Bowling Green, Ky., Contr.; \$25,000 warehouse at Auburn, Ky., Peart & Lancaster, Auburn, Contrs.; \$22,500 warehouse at Kuttawa, Ky.; Perkins Lumber & Construction Co., Contr., Murfreesboro, Tenn.; warehouse, Clarksville, Tenn., Sumner Construction Co., Contr., Nashville, Tenn.; \$30,000 warehouse, Benton, Ky., Jack Cole, Contr., Paducah, Ky. (Lately noted.)

Md., Baltimore—Southern Supply Co., Edwin A. Marshall, Pres., Calvert & Saratoga Sts., will erect warehouse and show room at 315-19 N. Calvert St.; cost \$150,000; 4 stories and basement; 78x100 ft.; brick, steel, concrete and stucco; James W. Lee, Archt., Norfolk, Va.; Consolidated Engineering Co., Contr. Calvert Bldg., Baltimore. (Lately noted.)

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Air Compressor—D. C. Elphinstone (Mchly. Dealer) 408 Continental Bldg., Baltimore, Md.—To purchase one 300-ft. steam air compressor.

Automobile Accessories—Highlands Motor Co., Dade City, Fla.—Prices on auto accessories.

Blacksmith Shop Equipment—A. W. Evans, Mgr., Day-Evans Iron Works, Petros, Tenn.—Prices on blacksmith shop equipment.

Bottles (Ink)—W. A. Kerr & Son, 757 Fourth St., St. Petersburg, Fla.—To purchase ink bottles in the following sizes: 2 oz. bottles with corks to fit; $\frac{1}{2}$ pt., 1 pt. and 1 qt. bottles with patent pour-out corks to fit.

Brass Shells (Ammunition)—See Shell Loading Machine, etc.

Brick—See Building Materials.

Bricks (Red Sewer)—Dist. Commrs., Room 509 Dist. Bldg., Washington, D. C.—Bids until Aug. 20 to furnish 700,000 red sewer brick.

Bridge—City of Covington, Va. Details under Construction News—Bridges, Culverts and Viaducts.

Bridge—City of Winston-Salem, N. C. Details under Construction News—Bridges, Culverts and Viaducts.

Bridge—City of Huntsville, Ala. Details under Construction News—Bridge Culverts and Viaducts.

Building Materials—Community Garage,

North Fork, W. Va.—Prices on building material, including cement, brick and sand.

Bulkhead, etc.—City of Jacksonville, Fla.—Details under Construction News—Miscellaneous Construction.

Carpenter Shop Equipment—A. W. Evans, Mgr., Day-Evans Iron Works, Petros, Tenn.—Prices on carpenter shop equipment.

Cars (Dump)—D. C. Elphinstone (Mchly. Dealer), 408 Continental Bldg., Baltimore, Md. Twelve (12 yd.) air dump cars; standard gauge.

Cars (Dump)—D. C. Elphinstone (Mchly. Dealer), 408 Continental Bldg., Baltimore, Md.—To purchase twenty 4-yd. 2-way, 36-in.

gauge dump cars, and ten 12 to 20-yd. standard gauge dump cars.

Cartons.—W. A. Kerr & Son, 757 Fourth St., St. Petersburg, Fla.—Paste board or fibre cartons with fillers and liners in same to contain 1 dozen of either 2 oz., $\frac{1}{2}$ pt., 1 pt. and 1 qt. bottles for shipment.

Cement Plant Machinery.—Jas. O. Parker, Pres., Southland Portland Cement Co., 313 Independent Life Bldg., Nashville, Tenn.—Prices on full line crushing and grinding machinery and kilns, including power plant.

Coil Winding Machines.—Guyan Machine Shops (Mchly. Dealers), Logan, W. Va.—Coil winding machine for oil fields.

Crane.—Rockville Granite Co., Cold Spring, Minn.—Electric traveling crane, 3 to 10 ton over 39 ft. span, equipped with 220 volt D. C. motors.

Drills (Well).—D. C. Elphinstone (Mchly. Dealer.) 408 Continental Bldg., Baltimore, Md.—To purchase 2 well drills.

Electric Plant.—City of Perkinston, Miss. Details under Construction News—Electric Light and Power Plants.

Elevator.—Guyan Machine Shops (Mchly. Dealers), Logan, W. Va.—High speed elevator capacity about 1000 lbs. for 3 story building, operated from platform, electric driven or arranged for same, 220 volts, 60 cycles.

Elevators.—Fred A. Bishop, Petersburg, Va.—3 electric elevators for courthouse at Wilson, N. C.

Engine (Crude Oil).—F. M. Douglas, Pres., Luverne Oil Mill, Luverne, Ala.—To purchase Fairbanks-Morse type Y, crude oil engine, 50 to 75 H. P., second-hand; or used Bessemer.

Fixtures (Electrical).—Dr. C. S. Jernigan, Sparta, Ga.—Electric light fixtures for \$8000 to \$10,000 dwelling.

Fixtures (Plumbing).—Dr. C. S. Jernigan, Sparta, Ga.—Plumbing fixtures for \$8000 to \$10,000 dwelling.

Foundry Equipment.—A. W. Evans, Mgr., Day-Evans Iron Works, Petros, Tenn.—Prices on foundry equipment, including cupola, etc.

Gas (Natural) Burners.—Guyan Machine Machine Shops (Mchly. Dealers), Logan, W. Va.—Natural gas burners for hot water furnace with fire box door, 84-in. wide by 36-in. deep; arranged for burning soft coal; also necessary regulator, pilot light and fittings.

Glass.—Geo. E. Pass, Sec., Bank of Blountsville, Blountsville, Ala.—Glass front of building, sizes about 5 ft. x 14 ft. with 2-ft. transom above.

Gravel, etc.—Louisiana Highway Comm., Raymond Bldg., Baton Rouge, La. will receive bids until August 18 for furnishing gravel and shells for surfacing the following highways: Federal Aid Project 113-A, Lafourche Parish, New Orleans-Houma highway; Federal Aid Project 124, Terrebonne and Assumption Parishes, Houma-Morgan City highway. J. M. Fourmy, State Highway Engr.

Grinder (Automobile Cylinder).—Guyan Machine Shops (Mchly. Dealers), Logan, W. Va.—Grinder for regrinding automobile cylinders.

Hardware.—Dr. C. S. Jernigan, Sparta, Ga.—Hardware for \$8000 to \$10,000 dwelling.

Heating Plant.—Board of Trustees of Kiln Consolidated School, Kiln, Miss.—Details under Construction News—Miscellaneous Construction.

Ice Plant.—Henkel Hotel Co., J. W. Coyle, Mgr., Statesville, N. C.—Ice plant of 1-ton capacity and boxes of 3 compartments.

Incinerator.—City of St. Louis, Mo. De-

tails under Construction News—Miscellaneous Construction.

Lathe (Engine).—Guyan Machine Shops (Mchly. Dealers), Logan, W. Va.—18 or 20-in by 10-ft. engine lathe.

Lathe (Engine).—Duncan Machinery Co. (Mchly. Dealers), Box 265, Knoxville, Tenn.—Jobbers prices on 24-in. swing, 6, 8, 10 and 12 ft. engine lathe.

Laundry Equipment.—Henkel Hotel Co., J. W. Coyle, Mgr., Statesville, N. C.—Laundry equipment for 129-room hotel, including extractor, mangle and washer.

License Plates.—H. C. Coffer, City Comptroller, Room 103, City Hall, Richmond, Va.—Bids until Aug. 30 to furnish license plates to city for year 1924.

Locomotive.—D. C. Elphinstone (Mchly. Dealer), 408 Continental Bldg., Baltimore, Md.—Two 30-ton standard gauge saddle-tank locomotives.

Locomotives.—D. C. Elphinstone (Mchly. Dealer) 408 Continental Bldg., Baltimore, Md.—To purchase two 18-ton saddle tank 36-in. gauge and two 30 to 50-ton saddle tank standard gauge locomotives.

Machine Shop Equipment.—A. W. Evans, Mgr., Day-Evans Iron Works, Petros, Tenn.—Prices on machine shop equipment.

Marble.—Fred A. Bishop, Petersburg, Va.—Marble for \$350,000 to \$400,000 courthouse, Wilson, N. C.

Miscellaneous Supplies.—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Bids opened Aug. 14 to furnish sheet iron or steel; brass tubing; sheet copper; sheet brass; bronze; wire nails; brass valves; hinges; putty; caustic soda; grindstones; mattress ticking, etc. Blank forms and information (Circular 1546) on application to offices of Panama Canal: Asst. Purchasing Agts. at 24 State St., New York; 611 Gravier St., New Orleans and Fort Mason, San Francisco, Cal.; U. S. Engineer offices throughout country.

Miscellaneous Supplies.—Marine Corps, Quartermaster's Dept., Washington, D. C.—Bids until Aug. 21 to furnish 200 stitching awls; 1000-4 lb. axes; 6000 hack-saw blades; 12,000 emery sheet cloths; 2000 lantern globes; 100-8 lb. sledge hammers; 1000 can openers; 800 pliers; 700-4, 6, and 8-in. screw drivers; 900 shovels; 35,000 cot springs; etc.; delivery U. S. M. C. Storehouse, foot of Snyder Ave., Philadelphia, Pa.; Sch. 75.

Motors.—Charles M. Welch, Sales Engr., Box 195, Texarkana, Ark.-Tex.—To purchase A. C. motors for cotton gins, 3 phase, 60 cycle, 220 or 440 or 2200 volts, 75 and 100 h.p., complete for immediate shipment: new or used.

Paving.—City of Ashland, Ky. Details under Construction News—Road and Street Construction.

Paving.—Town of Beaufort, N. C. Details under Construction News—Road and Street Construction.

Paving.—City of Greenwood, Miss. Details under Construction News—Road and Street Construction.

Paving.—City of Huntington, W. Va. Details under Construction News—Road and Street Construction.

Paving.—City of Paintsville, Ky. Details under Construction News—Road and Street Construction.

Paving.—City of Tuscaloosa, Ala. Details under Construction News—Road and Street Construction.

Paving.—City of Albany, Ala.—Details under Construction News—Road and Street Construction.

Piling (Steel Sheet).—D. C. Elphinstone (Mchly. Dealers) 408 Continental Bldg., Baltimore, Md.—200 pieces of 30-ft. long Lackawanna sheet steel piling.

Pipe, etc.—Henderson Land & Lumber Co., Fred Snoddy, Sales Mgr., Tuscaloosa, Ala.—500 ft. of 16-in. second hand pipe with flanges.

Pipe (Black).—W. W. Beatty, Front Royal, Va.—To purchase 1000 ft. of used 2-in. black pipe.

Pipe (Cast Iron).—American Metallic Packing Co., Walnut and Clarke Sts., Lexington, Ky.—1500 lin. ft. of B. & S. 6-in. standard cast iron, used water pipe, class B. or C., delivered at Lexington.

Pipe (Cast Iron).—Hackley Morrison Co. Inc. (Mchly. Dealers) 1708 Lewis St., Richmond, Va.—To purchase 80-ft. of 18-in. cast iron pipe with flanged joints of A.W.W.A. standard Class A, for 100-ft. head or approximately 50 lbs. pressure.

Pipe (Corrugated Metal) and Iron.—E. P. Lindsay, 312 King St., Portsmouth, Va.—To correspond with firms handling corrugated metal pipe and reinforcement iron for road work.

Piston Rod and Bracket.—Duncan Machinery Co. (Mchly. Dealers), Box 265, Knoxville, Tenn.—Jobbers prices on a 10x36-ft. steam feed with piston rod and bracket for sawmill carriage.

Posts (Gas Lamp).—Board of Awards, Howard W. Jackson, Pres., Baltimore, Md. Bids until Aug. 29 for plain iron gas lamp posts; John J. Hanson, Supt. of Lamps & Lighting.

Power Plant.—See Cement Plant Machinery.

Press (Hydraulic).—Guyan Machine Shops (Mchly. Dealers), Logan, W. Va.—Hydraulic press for rubber truck tires also hydraulic wheel press each approximately 250 tons.

Printing Plant Equipment.—R. L. Scott, De Leon, Tex.—New or second hand perforator, wire stitcher, punch, linotype or intertype, etc.

Pumping Outfit.—J. W. Morgan, Riverton, Va.—Small pumping outfit, operated by electric current and a ram to return a portion of that pumped; used; guaranteed.

Resaw (Band).—Sampson Power Co., Clinton, N. C.—Medium size band resaw, second-hand.

Road.—City of Bonham, Tex. Details under Construction News—Road and Street Construction.

Road.—City of Johnson, Tex. Details under Construction News—Road and Street Construction.

Road.—City of Vernon, Tex. Details under Construction News—Road and Street Construction.

Road.—City of Beaumont, Tex.—Details under Construction News—Road and Street Construction.

Road.—City of Brenham, Tex.—Details under Construction News—Road and Street Construction.

Road.—Eastland, Tex.—Details under Construction News—Road and Street Construction.

Road.—City of Johnson City, Tex.—Details under Construction News—Road and Street Construction.

Road.—State Highway Comm., Raleigh, N. C. will build 12 roads. Details under Construction News—Road and Street Construction.

Road.—State Road Dept., Tallahassee, Fla. will build two roads. Details under Construction News—Road and Street Construction.

Road.—City of Camden, Ala. Details under Construction News—Road and Street Construction.

Road.—City of Hampden, S. C. Details under Construction News—Road and Street Construction.

Road.—City of Center, Ala.—Details under Construction News—Road and Street Construction.

Road.—City of Beaumont, Tex. Details under Construction News—Road and Street Construction.

Road.—City of Little Rock, Ark. Details under Construction—Road and Street Construction.

Road Rollers.—O. A. Heinlein, Mayor, Butler, Mo. Prices on Road Rollers.

Rock Crushers.—O. A. Heinlein, Mayor, Butler, Mo. Prices on Rock Crushers.

Roofing Materials.—Community Garage, North Fork, W. Va.—Prices on roofing material.

Sand.—See Building Materials.

School Fixtures.—Board of Trustees, City Schools, Gulfport, Miss.—Will purchase in September and October fixtures for new high school building, including steel lockers, classroom desks, library fixtures and auditorium seat; J. L. Taylor, Pres., School Board.

Sewer.—City of Ripley, Tenn. Details under Construction News—Sewer Construction.

Shear and Punch.—Guyan Machine Shops (Mehy. Dealers), Logan, W. Va.—Slitting shear and punch for $\frac{1}{2}$ -in. plate.

Shell—See Gravel, etc.

Shell Loading Machine, etc.—American Ammunition Co., Edificio Mosler, Guadalajara, Jal, Mex.—To purchase machine for loading all kinds of cartridges; also machine for making brass shell for all kinds of ammunition.

Shovel (Steam).—Lewter F. Hobbs, Inc., Norfolk, Va.—Marion or Erie steam shovel $\frac{3}{4}$ -yd. dipper, mounted on crawler, with extra boom and clam shell; state price and condition.

Shovels.—D. C. Elphinstone (Machy. Dealer) 408 Continental Bldg., Baltimore, Md.—To purchase two model 70-C "Bucyrus" or 61 "Marion" shovels.

Siding (Cypress).—Dr. C. S. Jernigan, Sparta, Ga.—10-inch cypress siding for \$8000 to \$10,000 dwelling.

Spikes—Duncan Machinery Co., (Mehy. Dealers) Box 265, Knoxville, Tenn.—Jobbers prices on several tons of $\frac{1}{2}$ -in. or 9/16-in. or 5 1/2-in. spikes; state price f.o.b. cars Crab Orchard, Tenn.

Steel (Structural).—Community Garage, North Fork, W. Va.—Prices on structural steel.

Steel Trim.—Fred A. Bishop, Petersburg, Va.—Steel inside trim for \$350,000 to \$400,000 courthouse, 4 stories; 145x145 ft., at Wilson, N. C.

Sweeper (Motor Driven).—A. T. Crutchfield, Purchasing Agent, City of Durham, N. C.—Bids until Aug. 21 to furnish one motor-driven pick-up sweeper with gutter broom attachment; state service guaranteed by manufacturer, date of delivery and price delivered at Durham.

Tape (Mercerized) etc.—A. M. Jelf Manufacturing Co., 238 W. Main St., Lexington, Ky.—To purchase mercerized tape and white cotton elastic for manufacturing use.

Textiles, etc.—Janet Garment Co., 521 W. 4th St., Charlotte, N. C.—Prices on long cloth, nainsook, sateens in black and white, satinettes, thread and buttons.

Tractor.—D. C. Elphinstone (Mehy. Dealer), 408 Continental Bldg., Baltimore, Md.—5 or 10-ton tractor.

Transformers.—Guyan Machine Shops, (Mehy. Dealers), Logan, W. Va.—One to 20 K. W., 220-1100 to 220 to 110 volt transformers.

Tubes (Boiler).—Hackley Morrison Co., Inc., (Mehy. Dealers), 1708 Lewis St., Richmond, Va. To purchase 3 tons of second-hand, size 2, boiler tubes.

Water Works.—Town of Boynton, Fla.—Details under Construction News—Water Works.

Wharf.—City of Houston, Tex. Details under Construction News—Miscellaneous Construction.

Woodworking Machinery.—Rondo, Chair Co., Rondo, N. C.—Prices on new and used following mach'ry: self feed ripsaw, McKnight chair back tenon machine, Rod or Dowell machine, double disc sander, glue jointer, saddle seat machine, and single spindle boring machine; state description and time of delivery.

Financial News

New Financial Corporations

Ala., Birmingham—Industrial Savings Bank, capital \$100,000, incorporated L. Sevier, Pres.; R. B. Watts, Sec.

Ala., Birmingham—Woodlawn Building & Loan Assn., capital \$1,000,000, incorporated by A. W. Bell, J. E. Beavers, S. H. Wallace.

Ala., Tarrant—Tarrant City Savings Bank, capital \$40,000, incorporated by Russell Hunt, E. P. Rosamond, J. H. Shook.

Fla., Bartow—Bartow Finance Corp., capital \$50,000, chartered with C. H. Walker, Pres.; Edwin Walker, Sec.

Fla., Eustis—Morse, Isted Co., Inc., capital \$20,000, organized with H. E. Morse, Pres.; H. L. Mersereau, Sec.-Treas.; acquired business of Morse, Isted & Co.

Fla., Lake Hamilton—Bank of Lake Hamilton, capital \$25,000, incorporated with Chas. B. Anderson, Pres.; Fred A. Holmes, Cashier.

Fla., Miami—Teachers Investment Corp., capital \$15,000, chartered with Katie Dean, Pres.; Kate Forrest, Sec.-Treas.

Md., Baltimore—United States Mortgage Co., 1231 Calvert Bldg., incorporated by W. Howard Hamilton, Wm. S. Hammond, J. A. Dushane Penniman.

Md., Baltimore—Master Loan Service, Inc., 322 Equitable Bldg., capital \$100,000, chartered by Howard T. Mattingly, Lee H. Pumphrey, Riggie A. Long.

Md., Baltimore—Irving Permanent Building & Loan Assn., 110-112 E. Lexington St., capital \$500,000, incorporated by Benjamin Schwartz, Louis Greenberg, Benjamin Aaron.

Md., Baltimore—Tiger Sales Corp., 749 Equitable Bldg., capital \$10,000, incorporated by Henry Claude Moore, Horace Hillyard Hastings, Edward Fetter.

Md., Baltimore—S. W. Straus & Co., Inc., Calvert Bldg., chartered by Ferdinand H. Buthehorn, H. Walter Reynolds and others.

Md., Belair—Charles H. Reed, Inc., chartered by Charles H. Reed, M. Geneva Dean and others.

Mo., Kansas City—Standard Savings &

Loan Assn., capital \$2,500,000, organized with Conrad H. Mann, Pres.; E. H. Busick, Sec.

Mo., Kansas City—Goldman-Joyce Investment Co., capital \$10,000, incorporated by G. L. Goldman, Grover Joyce and others.

Mo., St. Louis—Industrial Loan Co., Arthur A. Blumeyer, Pres., 714 Chestnut St., contemplates conversion into Industrial Savings & Trust Co., with \$300,000 capital.

N. C., High Point—Mutual Investment Co., capital \$250,000, incorporated by J. Elwood Cox; R. R. Ragan, C. M. Hauser.

Okla., Oklahoma City—Automobile Finance Corp., capital \$15,000, chartered by J. V. Holt, H. G. Oliver, Prentiss Price.

Okla., Sallisaw—Security State Bank, capital \$30,000, plans conversion into American National Bank.

S. C., Anderson—Anderson Loan & Industrial Bank, capital \$100,000, organized with John T. Long, Pres.; Nelson R. Green, Sec.-Treas.

Tenn., Chattanooga—Tennessee Mutual Building & Loan Assn., First National Bank Bldg., capital \$10,000,000; organized with A. Henderson, Pres. and Gen. Mgr.; J. E. Williams, Sec.-Treas.

Tenn., Trenton—Citizens National Bank, capital \$75,000, incorporated by W. L. Wade.

Tex., La Porte—First National Bank of LaPorte, Tex., capital \$25,000 chartered with Cyrus K. Clarke, Pres.; A. N. McKay, Cash.

Tex., Perrin—First National Bank of Perrin, capital \$25,000, chartered with J. P. Williams, Pres.; G. F. Wimberly, Cashier; Conversion of First State Bank of Perrin.

Tex., San Antonio—United Bonding Sales System of America, capital \$100,000, incorporated by N. W. Pratt, J. C. Moulton, G. H. Williams.

Tex., Streetman—First National Bank of Streetman, capital \$25,000, chartered with J. R. Cooper, Pres.; R. C. Cole, Cashier; conversion of First State Bank of Streetman.

New Securities

Ala., Uniontown—School — Town voted \$3600 bonds; will receive bids until Aug. 24 for same.

Ark., Russellville—Road—Pope County Commrs., Road Improvement Dist. No. 2 sold \$100,000 bonds.

Fla., Fort Myers—Road, Indebtedness — Lee County contemplates \$1,200,000 bond issue. Address County Commrs.

Fla., New Smyrna—Bridge—City voted \$110,000 bonds. Address The Mayor.

Fla., St. Augustine—School—Board of public Instruction voted \$300,000 bonds.

Fla., Wauchula—Courthouse, Jail—Watling, Lerchen & Co., Detroit, Mich., purchased \$50,000, 6%, \$1000 denom. bonds.

Fla., West Palm Beach—Road—Palm Beach County, Salerno Dist., voted \$80,000 bonds. Address County Commrs. (Lately noted.)

Fla., West Palm Beach—Road and Bridge —Palm Beach County will receive bids until Sept. 5 for \$685,000 bonds. Address County Commrs.

Ga., Valdosta—Water, Sewer, Park, School Equipment—City will vote Sept. 20 on \$150,000 bonds. Address The Mayor. (Lately noted bond issue defeated.)

La., Abbeville—Road — Vermilion Parish will receive bids until Sept. 8 for \$130,000

bonds; R. P. Le Blanc, Sec. Police Jury. (Lately noted voted bonds.)

La., Baton Rouge—Sewer, Street Improvements, Drainage, Fire Protection, Municipal Docks and Wharves, Parks, Buildings—City will vote Sept. 11 on \$2,000,000 bonds, including \$325,000 for sewers; \$635,000 for street improvements; \$325,000 for drainage; \$175,000 for fire protection; \$75,000 for parks; \$350,000 for municipal wharves and docks; \$20,000 for library; \$50,000 for city hall. Address The Mayor.

La., Crowley—Water, Sewer, Fire Fighting Equipment—City will receive bids until Aug. 31, for \$200,000, 6% bonds; Philip S. Pugle, Jr., Mayor.

La., Marksville—School—Foster Couvillon, Pres. School Board of Avoyelles Parish, will receive bids until Aug. 28 for \$150,000, 6% bonds.

La., Morgan City—Water, Sewer, Paving—City authorized issuance of \$23,000 bonds; will vote Aug. 20 on same. Address The Mayor.

La., Port Allen—Drainage—West Baton Rouge Parish, Board of Commsrs. of Choctaw Basin Drainage Dist., will vote Sept. 4 on \$104,000 bonds.

Md., Annapolis—Indebtedness—Board of Public Awards sold \$1,000,000, 4½% certificates to syndicate composed of Mercantile Trust & Deposit Co., of Baltimore, Baker, Watts & Co., Stein Bros. & Boyce, Union Trust Co., Colston & Co., and Frank Rosenberg & Co., all Baltimore, at 100,6389.

Md., Oakland—Road—The Garrett National Bank purchased the \$39,000 bond issue of Garrett county for \$40,985.10.

Md., Port Deposit—General Purpose—President and Commsrs., will receive bids until Aug. 20 for \$8000 5% bonds; Allen M. Vanneman, Pres.

Miss., Beauregard—School—Beauregard Consolidated School Dist., voted \$6500 bonds. Address Dist. Trustees. (Lately noted.)

Miss., Clarksdale—Levee—Coahoma County, Yazoo Delta Levee Dist., will receive bids until Aug. 14 for \$25,000, 6%, \$1000 denom. bonds.

Miss., Greenwood—Paving—City will receive bids until Aug. 21 for \$168,000, 5½% bonds; P. B. Dennis, Clk. (Lately noted voted bonds.)

Mo., Hunnewell—School—City will vote on \$20,000 bonds. Address The Mayor.

Mo., Patterson—School—Patterson Consolidated School Dist., voted \$6000 bonds. Address Dist. Trustees.

Mo., Unionville—Courthouse—Putnam County sold \$150,000, 5%, \$1000 denom. bonds to First National Bank of St. Louis, Mo., at premium of \$1140. (Lately noted.)

N. C., Durham—Municipal Building—City Council has passed ordinance, authorizing issuance of \$250,000; date of sale not decided. C. B. Alston, City Clk.

N. C., Fairview—School—Town voted \$50,000 bonds. Address The Mayor. (Lately noted.)

N. C., Graham—Courthouse and Funding—Alamance County Board of Commsrs., B. M. Rogers, Register of Deeds, will receive bids until Aug. 22 for \$250,000 courthouse and \$84,000 funding coupon bonds \$1000 denom., 5, 5½ or 5½ per cent.

N. C., Laurinburg—Water and Sewer—City contemplates \$150,000 bond issue. Address The Mayor.

N. C., Lenoir—Water—N. S. Hill & Co., Cincinnati, Ohio, purchased \$125,000, 5½%, \$1000 denom. bonds, at par plus premium of \$2214.20. (Lately noted.)

N. C., Marion—Courthouse—McDowell County Board of Commsrs., J. L. Lackey, Chmn., will receive bids until Sept. 10 for \$60,000 bonds; \$1000 denom., 5, 5½, 5½, 5% or 6 per cent.

N. C., Raeford—Street Improvement—City will receive bids until Aug. 30 for \$70,000, 6%, \$1000 denom. bonds; A. F. Gore, Clk.

N. C., Raleigh—University of North Carolina, Harry W. Chase, Pres., requested issuance of \$1,650,000 bonds, authorized by last General Assembly.

N. C., Salisbury—School—City sold \$100,000, 5½% bonds to Mississippi Valley Trust Co., St. Louis, Mo., and Detroit Trust Co., Detroit, Mich., at par plus bonus of \$450. (Lately noted.)

N. C., Walnut Cove—Water, Sewer, Hydro-Electric—City sold \$100,000 bonds for \$103,400. Address The Mayor.

N. C., Weldon—Improvement—Town will receive bids until Aug. 20 for \$36,000, \$1000 denom. bonds; E. L. Haywood, Clk.

Okl., Watonga—Bridge—Blaine County voted \$225,000 bonds. Address County Commissioners.

S. C., Bennettsville—Bridge—Marlboro and Darlington Counties defeated \$150,000 bond issue. Address County Commsrs.

S. C., Laurens—Road and Bridge—Laurens County Highway Comn., will receive bids until Aug. 28 for \$25,000, 5%, \$1000 denom. bonds.

S. C., Seneca—Paving—City sold \$25,000, 6%, \$1000 denom. bonds to Comn. of Public Works, at \$25,000 and accrued interest; Kenneth Richardson, Clk. (Lately noted.)

S. C., Seneca—Paving—City plans voting on \$48,000 bonds. Address The Mayor.

Tenn., Brownsville—Road—Haywood County plans voting on \$150,000 bonds. Address County Commsrs.

Tenn., Jasper—Road—Marion County sold \$100,000 bonds to J. W. Jakes and Co., Nashville, Tenn at 5 per cent.

Tenn., Johnson City—Paving City will sell \$150,000 paving bonds August 22. Address The Mayor.

Tenn., Maryville—Road—Blount County sold \$150,000, 5% bonds to Caldwell & Co., Nashville, Tenn.

Tenn., Nashville—Bridge—Caldwell & Co., Nashville, purchased \$300,000, 4½% bonds.

Tex., Belton—Bridge—Bell County sold \$87,000, 5%, \$1000 denom. warrants, to Farson Son & Co., New York.

Tex., Blossom—School—Blossom Independent School Dist., voted \$25,000, 5½% bonds. Address The Mayor.

Tex., Calhoun—Road—McLean County voted \$350,000 bonds. Address County Commsrs.

Tex., Cameron—Road and Bridge—Milam County contemplates voting on \$100,000 bonds. Address County Commsrs.

Tex., Cleburne—Road—Johnson County, Road Dist. No. 5 defeated \$100,000 bonds; O. B. McPherson, County Judge.

Tex., Denton—School—City sold \$200,000, 5% bonds to Mercantile Trust Co., St. Louis, Mo., at 98, a basis of about 5.14%. (Lately noted.)

Tex., Floresville—Road—Wilson County, Road Dist. No. 3, voted \$100,000 bonds. Address County Commsrs. (Lately noted.)

Tex., Menard—Road—Menard County will vote Sept. 1 on \$60,000 bonds. Address County Commsrs.

Tex., San Antonio—School—Locke Hill Dist. voted \$10,000 bonds; W. A. Thurman, County Supt.

Tex., Seymour—Road—Baylor County will vote Aug. 25 on \$25,000 bonds; Ernest Tibbets, County Judge.

Tex., Spearman—School—Spearman Independent School Dist., voted \$75,000, 6% bonds. Address The Mayor.

Tex., Sulphur Springs—Road—Hopkins County, Saltillo-Weaver Dist. voted \$40,000 bonds; Ridgeway-Ruff Dist. voted \$50,000 bonds. Address County Commsrs.

Tex., Taylor—Park and Natatorium—City voted \$50,000 bonds. Address The Mayor. (Lately noted.)

Tex., Temple—School—City Comn. purchased \$10,000 5% bonds.

Tex., Venus—Street—City plans voting on \$25,000 bonds. Address The Mayor.

Tex., Waxahachie—Road—Ellis County will vote Sept. 8 on \$750,000 bonds. Address County Commsrs.

Va., Princess Anne—Bridge and Road—Princess Anne County, Lynnhaven Magisterial Dist., sold \$250,000, 5½% bonds to C. W. McNear & Co., Chicago, Ill., at a premium of \$10,236.

W. Va., Barboursville—Paving—City voted \$13,000 bonds; T. W. Peyton, Mayor. (Lately noted.)

W. Va., Salem—Water—City defeated \$145,000 bond issue. Address The Mayor.

Financial Notes

First National Bank of Opp. Ala., increased capital from \$100,000 to \$200,000.

Guaranty Savings & Loan Assn. of Springfield, Mo. increased capital from \$2,000,000 to \$3,000,000.

Norfolk Bond & Mortgage Co., Norfolk, Va., increased capital from \$200,000 to \$250,000.

Security Life & Trust Co., Geo. A. Grimsley, Pres., Greensboro, N. C., proposes increasing capital from \$150,000 to \$500,000; will move Home Office to Winston-Salem in February. (Lately noted.)

The Home Savings & Loan Assn., Bartlesville, Okla., increased capital from \$5,500,000 to \$7,500,000.

Trade Literature**Radio Supplies and Equipment.**

Magnus Radio Products are described and illustrated in Catalogue No. 923 of the Magnus Electric Co., 451 Greenwich St., New York. This book includes all radio accessories and wireless apparatus and the manufacturers state that it features the line that has met the test of public trial and approval. The pictures in the book are finely made and clear, and the accompanying descriptions give full information about them, together with prices.

Air Compressors and Vacuum Pumps.

The Pennsylvania Pump & Compressor Co., Easton, Pa., have issued a new bulletin of 32 pages covering their straight line air compressors up to 875 cubic feet. This Bulletin 104 contains many illustrations covering the details of construction and it also shows a varied line of installations of both compressors and vacuum pumps. It is remarked that both compressors and pumps have certain features in common. They are of the straight line, center crank type and are either power or steam driven. When furnished for power drive they may be either long or short belt connected to an electric motor, a line shaft or an engine. Tables and other valuable data are contained in the bulletin as well as descriptive material and pictures.

Data Book on Steam Shovel Work.

The Erie Steam Shovel Co., Erie, Pa., have issued a book of more than 70 pages presenting for the use of contractors and others the upkeep and output records of the Erie Shovels as used on earth work, rock work, excavation of gravel and sand, clay, shale, etc. The data contained in this valuable little book is classified and arranged for convenient reference and the summary for each class of work, it is stated, gives a prospective user of one of these shovels accurate and dependable figures for output and upkeep which he can reasonably expect. Concerning this the company says: "No expense or effort has been spared in the checking of these figures to insure the greatest possible accuracy." The summary includes forty-eight machines, each of which has moved, it is noted, more than 300,000 cubic yards, and it is therefore deserving of confidence. There are many illustrations. The book is distributed free.

Heating With Fuel Oil.

The Messer Fuel Oil Burner for heating dwellings, etc., is illustrated and described in a bulletin issued by the Myrick Machine Co., Olean, N. Y., who manufacture it. This burner, it is stated, will operate successfully in either hot air, hot water, steam or vapor furnaces and it is made in several sizes to suit grate areas of from 8 to 36 inches in diameter, or their equivalents. It burns fuel oil or any good grade of furnace oil or furnace gas oil. It is not necessary to change a furnace in order to use it and it can be cleaned without putting out the fire; it has no jets to clog or delicate parts to break or burn out. It is described as being safer than coal, wood or gas and there is no dirt, smell or smoke. The burner is composed of a base, and a burner head, thermostat valve with automatic shut off and bucket, an oil height float valve, a water leveling valve, an automatic water supply tank and an oil feed tank of from 20 to 30 gallons capacity, according to the size of the burner, and an automatic draft control suitable for the diameter of the furnace pipe.

Fine Catalogue on Truck Loaders, Etc.

Catalogue 523 of the George Haiss Manufacturing Co., Inc., 141st St. and Park Ave., Canal Place, New York City, bears the caption "Haiss Truck Loaders", but in addition to the creeper wagon loader it describes and illustrates the wheel path-digging machine equipped with the enclosed transmission box. These machines are for heavy duty for digging and loading crushed stone, bank gravel, sand, crushed slag, ore, coal, earth and other

loose materials. The pictures are large and clear, showing exactly how the machines are operated while the descriptive matter presents the facts as to their efficiency and rapidity of operation under varied conditions. An inset folder page gives information about economies which may be accomplished by the use of these loaders and the general specifications of the machines appear on another page. Other equipment of this company includes clam shell buckets, portable belt conveyors, coal yard wagon loaders, etc.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

Branch Bank at Havana.

A branch bank has been opened at Havana, Cuba, by the First National Bank of Boston. The branch is under the management of John G. Carrier and it is doing a general banking business. It is located in the Pedro Gomez Mena Building, Obispo and Aguiar streets, Havana.

Big Deal in Relaying Rails.

An important deal was made recently when the Santa Fe railway system sold 16,000 tons of relaying rails, of from 52 to 60 pounds weight per yard, to the Equitable Equipment Company, Inc., 411 Whitney-Central Building, New Orleans, La., which will dispose of them in lots to purchasers, delivery being made at points on the lines of that system. Relaying rails are frequently in demand for logging and mining railroads as well as for common carrier lines using equipment lighter than is common on trunk lines.

Business Removal and Expansion.

Donnelly & Co., well known as one of the leading iron and steel firms in Philadelphia, have removed from their old location at 531-35 North Fourth St., to 478 York Ave., this change being necessary on account of the construction of the big bridge over the Delaware River between Philadelphia and Camden. This firm, of which Michael Donnelly is president, have bought the property on York Ave., extending through to Fifth St., and extensive improvements are planned. In addition to a three-story building on York Ave. there are five houses on Fifth St., which will be removed and a new warehouse will be erected. In addition to iron and steel, Donnelly & Co., who have been in business eleven years, also handle supplies and equipment for blacksmiths, heavy hardware, metal lath and other iron and steel products for builders, besides similar metals for coal mines.

Important Sale of Mill Equipment.

A special announcement by the Liquidating Agent of the Baltimore Pearl Hominy Company appearing elsewhere in this issue will be of particular interest to dealers and others as the entire equipment of the company is being offered for sale and will have to be moved from the premises in Baltimore within a limited time. Some of the things to be sold are electric motors, roller mills, attrition mills, corn shellers, belting, shafting, etc., refrigerating machinery, pumps, tanks, —some glass lined and some galvanized,—filter presses, shredders, evaporators, automatic weighers and packers, etc., etc. The company is one of the old established industries of the city and has been widely known and patronized. The formal announcement gives further particulars as well as address.

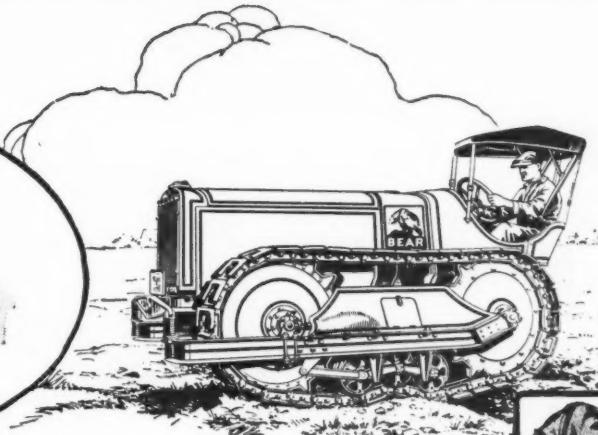
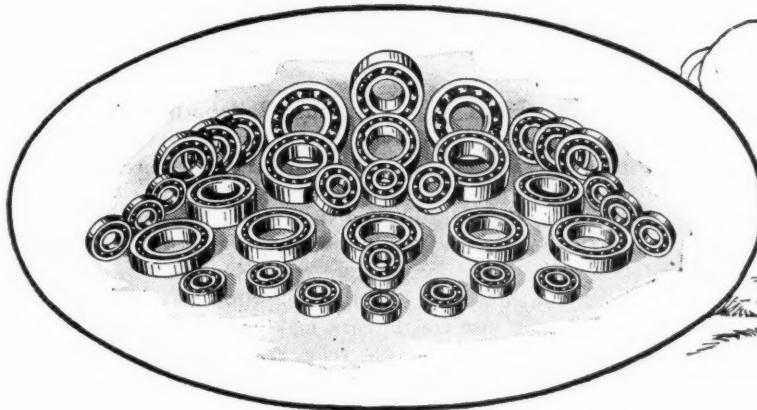
An Improved Valve Grinder.

The A. H. Peterson Manufacturing Co., Milwaukee, Wis., manufacturers of portable electric tools, have recently perfected and are now producing in quantity a new type of valve grinder called the Peterson Double Action Valve Grinder. By a unique gear arrangement the device automatically combines a revolving and oscillating motion in grinding the valve and so duplicates the motion obtained by experts who use hand grinding tools. This motion, it is stated is accomplished by this tool with machine precision and with a speed that greatly reduces the time required for seating valves to perfect finish. The tool is light in weight, compact and is easily handled. It is equipped with an offset attachment which affords easy access to valves so located that they are difficult to get at. Every type of valve can be ground with this machine and it is fully equipped. Different equipment is used for different types of valves.

Developing a Vein of Remarkable Stray Coal.

The Monro-Warrior Coal & Coke Co., 1901-12 Jefferson County Bank Building, Birmingham, Ala., miners and shippers of fuel, have as their newest operation in Kentucky the Magic Collieries, which are located on the Illinois Central Railroad, on the southern edge of Hopkins County between Ilesley and Dawson Springs. This operation is a stray vein which does not appear north of the southern boundary of the characteristic coal measures of the western part of Kentucky, but it is similar in character and analysis to the coal of the eastern part of the state, as is indicated by an analysis recently published in The Black Diamond. This company, it is noted, are the only operators who are producing coal from this vein, which measures from 36 to 40 inches of pure coal. The operation was given the name "Magic" because of the quality of the coal and the rapidity of its production. The coal occasionally carries a rusty stain which does not affect its excellence. The name "Ashless" was coupled with Magic after communications were received from a number of customers as to the almost ashless quality of the fuel. The Consumers Coal & Ice Co., of Memphis, Tenn., advised that they produced 1400 pounds more of ice per ton of Magic than for any other Kentucky coal which they had used, and that it was almost ashless, and President H. E. Olson, of Broadview College & Theological Seminary, LaGrange, Ill., testified similarly as to thermal efficiency as well as ash. With August there began the second year of operation of this colliery and the present production is about 1200 tons daily which is being rapidly increased, running full time.

The Bear Tractor



Throughout — Annular Ball Bearings

WHEN the Bear Tractor first appeared on the market, it was given an entirely new position among tractors — because as an automotive engineering attainment, it stood alone in the entire tractor industry. In fact, to discuss the Bear in comparable terms, automotive men have had to draw parallels between it and the highest class passenger cars and trucks.

The design, the quality of material, the accuracy of fits, the reserve strength, the reserve power — these are without parallel among tractors. We illustrate by the bearings, in this particular advertisement, how the Bear is different from other tractors. Annular ball bearings *throughout*! That, to men who study costs, means a saving in power that they translate into dollars earned.

When a tractor delivers *to the drawbar* 80% of all the power developed by the engine, there is little wonder that tractor users, dealers and distributors are buying Bear Tractors in spite of the strongest kind of competitive persuasion. The 36 annular ball bearings — ample in size and

perfectly lubricated — are important factors in this mechanical efficiency, which is unequalled in the tractor field. And the superiority of the Bear in its bearings is indicative of the Bear in every detail. All of which means lower cost for work done, whether building and maintaining highways, hauling logs, freighting in the oil fields, or pulling plows and other farm machinery.

Bear features include: Reserve Power — 100% overload capacity for emergency. Weight — 2 tons lighter than competing tractors. Flexibility — 12-inch oscillation of front wheels. Compactness — 6 feet turning radius. Lubrication — once-a-month oiling. Mechanical efficiency — 80% of the engine's power delivered to the drawbar. Track Roller System — secures maximum traction under all ground conditions. Track — upkeep lowest on record. Track Adjustor — self-aligning. Drawbar — resilient; whiffletree hitch. Bearings — 36 annular ball bearings. Control — automobile type. Seat — spring-cushioned; upholstered. Engine — heavy duty; 70 horsepower.

Every tractor user, dealer and distributor should send at once for copy of the catalog.

Distributors and dealers are invited to ask regarding open territory.

Franchises are being let rapidly

25-35 \$4250

BEAR TRACTORS INC. 5324 PARK PLACE NEW YORK CITY

The Tractor that Delivers its Power to the Drawbar

A SLANDER ON THE SOUTH.

A Southern Man's View of the Negro Question.

Jeffress, Va., July 29.

Editor Manufacturers Record:

In the Literary Digest for July 28 is a cartoon from Miner, in the Liberator, showing a stream of negroes leaving the South, with two large trees in the back-ground where there is a fire burning one negro, and on each of the trees are hanging three more negroes. This picture is a slander. It is true The Digest gives both sides of a question, which is proper, but more care should be taken in cartoons than in pen pictures. In the former you only see one side and if the written picture is not read the observer only gets one side. Many look but do not and cannot read.

This cartoon is followed by an article "Why Lynching Has Slumped." Neither the Southern nor the Northern papers give the true cause for the slump. I think the reason for the improved condition is that the greater number, perhaps 80 per cent of negroes who have left the South are the floaters and the most undesirable class.

Now I am going to make the Digest an off-hand proposition without making any investigation myself. I will leave this to them or to you. They report in this article, 11 lynchings for the first six months of 1923. For each negro lynched who was a property owner I will give them \$10.00 per head. For each negro married I will give \$5.00 a head, they to give me \$2.00 for each non land-owner and \$1.00 for each single negro lynched, provided they will accept this before making the investigation.

I am 59 years of age. My father owned slaves. I grew up with negro boys, played with them, ate with the colored "Mammies" when a boy and they were my best friends. I have worked from 20 to 75 negroes all my life, have 25 on my payroll now. For certain work I prefer them to white labor, because I know them and can handle them with less trouble. However the floater is not desirable. He has to be watched and if you are not with him all the time he will beat you. He has trained himself to this and can get away with it to perfection. I know the negro from a to izard. As a rule the North is getting the "scum" just as we are getting it from over the seas.

Within 5 miles of me are three negro churches and three negro schools, as against two white churches and one white school. Within the same radius there are three colored stores and three white stores. I know many places in Virginia where you can walk two to ten miles and not get off colored property. In fact the negro is putting more farms on the land books than are the whites, when not considering extra large tracts. These negroes don't want social equality. They don't care two cents about the "Jim Crow" cars. They only want justice and they always get it here. Some of the negroes are absolutely reliable; many of them wish and try to be so, but owing to their undeveloped minds they miscalculate and make promises they cannot meet. This apparent unreliability is really the outcome of bad judgment and miscalculations. Some negroes are absolutely unreliable, as are many white men. As a whole the negro is a desirable asset and one we expect to keep.

I have sold four farms to negroes during my life. The last one was to Wm. Milliner colored, of Axton, Va. in Henry County, about four years ago. He made a cash payment and the second payment, then there was a bad crop year and I extended his time. Last year a heavy hail storm tore up his tobacco crop and I had to give him additional extension. I am not going to foreclose him if it takes him 10 years to pay for the property so long as it is not his fault, and he keeps the interest paid. Now I am not blowing my Golden Rule virtues, but simply giving you what is generally prac-

tised by other whites in this section in dealing with the negro.

Why the North persists in abusing the South and broadcasting false reports regarding the treatment of the negro I can't understand. I will defy any Northern man to come South, that is to this section, and find that the negro has been mistreated in any way. Thousands of them own farms, horses and automobiles and have made a most wonderful stride since the war of '64, with the help of the white man. The help could not come from any other source than the whites.

D. F. DUNLOP.

High Lights on the Railroads.

The total number of cars loaded with revenue freight during the week ended July 28 was 1,041,044 breaking the record established in the preceding week by more than 12,000 cars. In the Southern district the freight loadings increased nearly 18 per cent as compared with the corresponding week of last year.

During the first half of July the railroads put in service more than 8200 new freight cars, making the total number put in use since the first of the year, 87,457. In the same two weeks they installed 102 new locomotives making a total of 2100 since January 1. Large numbers of cars and engines are yet to be delivered on previous orders.

The Class 1 railroads, according to reports from 194 companies representing a total of 235,400 miles, in June earned at an annual rate of return of not quite 5½ per cent, according to the car service division of the American Railway Association. In the eastern district the annual rate indicated was 6.39 per cent, in the Southern District, 5.78 per cent and in the Western district, 4.20 per cent. There were 31 Class 1 railroads operated at a loss during June; in the South there were 2, in the East 9 and in the West, 20.

Ten Story Office Building Under Consideration.

St. Louis, Mo.—At a meeting of the stockholders of the Industrial Loan Co. of this city on September 15, a resolution authorizing the conversion of the company into a trust company will be voted on. The resolution has been approved by the board of directors and it is stated that proxies indicate the approval of the stockholders.

Announcement has also been made that the company is considering the erection of a ten-story office building at the corner of Ninth and Chestnut streets on a site which it recently purchased. Dimensions of the lot are 85 by 82 feet.

Atlanta Invites Bids on \$500,000 High School.

Atlanta, Ga., August 11—[Special]—Bids for the erection of a Senior High School for girls to cost \$500,000 will be received until September 7 by the City Board of Education, proposals to be addressed in care of W. P. Price, city purchasing agent. The board will also receive bids for mechanical work consisting of plumbing, heating, wiring, etc.

Edwards & Sayward are the architects and Lockwood, Greene & Co., associate architects, both of Atlanta. Plans and specifications may be obtained from A. Ten Eyck Brown, of Atlanta, the supervising architect.

Kentucky Produced 8,648,222 Barrels Oil Last Fiscal Year.

Louisville, Ky., August 11—[Special]—The State Tax Commission reports oil production in Kentucky for the fiscal year ended June 30, at 8,648,222 barrels, with a total valuation of \$17,788,429.60. June oil production of this year is estimated at 686,646 barrels valued at \$1,166,414.50.

Mobilizing the \$100 men

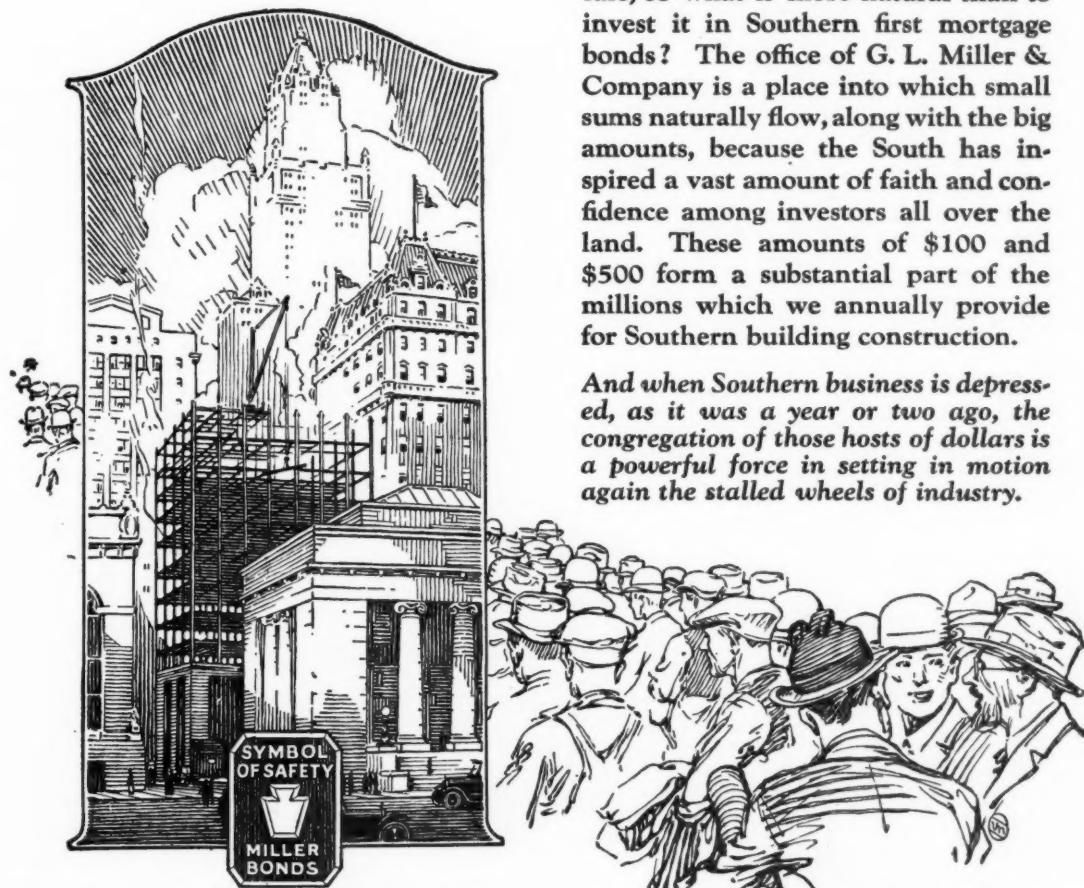
Olaf Hansen out in Minnesota has \$100 and Max Goldstein of Baxter Street, New York, has \$500 and John Smith of Los Angeles has \$1,000. Unless they are brought together into one place with thousands of similar sums and devoted to a single purpose, what big undertaking can these three small lots of money accomplish?

THE huge gathering together of insignificant sums in the Liberty Loans showed for the first time the vast aggregate power of the small investor. The Fourth Liberty Loan, you may remember, brought in \$6,992,927,100 in cash from 22,777,680 subscribers. Carter Glass, Secretary of the Treasury, reported that

“—84 per cent of that number subscribed in amounts of \$50 and \$100, while more than 99 per cent subscribed in amounts ranging from \$50 to \$10,000.”

In many a Southern city are fine structures—hotels, apartment buildings, commercial buildings—erected largely with money gathered from the four corners of the United States, in lots of \$100, \$500 and \$1000. The “hundred-dollar men” cannot afford to lose. They must put their money where it will be safe, so what is more natural than to invest it in Southern first mortgage bonds? The office of G. L. Miller & Company is a place into which small sums naturally flow, along with the big amounts, because the South has inspired a vast amount of faith and confidence among investors all over the land. These amounts of \$100 and \$500 form a substantial part of the millions which we annually provide for Southern building construction.

And when Southern business is depressed, as it was a year or two ago, the congregation of those hosts of dollars is a powerful force in setting in motion again the stalled wheels of industry.



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⁵ No. 1 of a series of monthly talks
on the means of testing an appraisal.

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PROPOSALS

BOND ISSUES

BUILDINGS

PAVING

GOOD ROADS

Bids close September 10, 1923.

U. S. Engineer Office, Montgomery, Ala. Sealed proposals will be received here until 11 A. M. Sept. 10, 1923, and then opened, for three 80'x26'x5', and three 60'x22'x4' steel barges. Further information on application.

Bids close August 30, 1923.

U. S. Engineer Office, Mobile, Ala. Sealed proposals will be received here until 11 a. m., August 30, 1923, and then opened, for 1200 ft. of 20 inch pontoon pipe in 40 ft. lengths and one 20 inch 90 degree elbow. Further information on application.

Bids close August 23, 1923.

PROPOSALS FOR STEEL HULL FOR SAND DREDGE—Office, Mississippi River Commission, First and Second Districts, McCall Building, Memphis, Tenn.—Sealed proposals will be received here until Aug. 23, 1923, and then opened, for furnishing one steel hull for sand dredge. Further information on application.

\$20,000 6% School Bonds

Glennville, Ga.

We have to offer \$20,000 Midway School District 6% bonds, dated July 1, 1923. Ten thousand due in fifteen years and ten thousand due in thirty years. Interest payable semi-annually. For full information, Address: C. L. COWART.

Bids close August 23, 1923.

\$2,863,000 Pinellas County, Florida Gold Bonds

Clearwater, Fla.

Sealed bids will be received by the Board of County Commissioners, in care of the undersigned, in Clearwater, Florida, until 2 o'clock, P. M.

AUGUST 23, 1923,

for \$2,507,000 Pinellas County Highway Bonds, maturing annually July 1, \$43,000 1929, \$60,000 1930 and 1931, \$65,000 1932 and 1933, \$70,000 1934, \$75,000 1935 and 1936, \$80,000 1937, \$85,000 1938, \$90,000 1939, \$95,000 1940, \$100,000 1941 and 1942, \$105,000 1943, \$110,000 1944, \$115,000 1945, \$120,000 1946, \$125,000 1947, \$130,000 1948, \$135,000 1949, \$140,000 1950, \$150,000 1951, \$155,000 1952, \$165,000 1953 and \$84,000 1954, and \$266,000 Pinellas County Bridge Bonds, \$86,000 of said bonds maturing July 1, 1954 and \$180,000 thereof July 1, 1955.

All bonds dated July 1, 1923; denomination \$1000; principal and semi-annual interest (J and J 1), payable in New York City in gold; coupon bonds not registrable. Bonds will bear the lowest interest rate, (5%, 5 1/4% or 5 1/2%) for which a bid of 95 and interest or more is made. All bonds awarded upon any "all or none" bid shall bear the same rate.

Legality will be approved by Chester B. Masslich, Esq., New York City, whose approving opinion will be furnished to purchaser without charge.

The bonds are general obligations of the county, payable from an unlimited tax. Authorized by vote of electors; Highway Bonds 2687 for 423 against; Bridge Bonds 2714 for 403 against.

Bids are required on forms which will be furnished by the undersigned, and must be enclosed in a sealed envelope marked "Proposal for Bonds" and be accompanied by a certified check for 2% of the face value of bonds bid for, payable to the order of the Clerk of the Board of County Commissioners, and drawn upon an incorporated bank or trust company authorized to do business in the State of Florida, or a National Bank located anywhere in the United States, or a bond running to the Board of County Commissioners and satisfactory to them with sureties, that the bidder will comply with the terms of his bid. Under the law, any bidder whose bid shall be accepted, shall, with his sureties if a bond be given be liable to the county for all damages on account of the non-performance of the terms of his bid. The bonds will be delivered at place of purchaser's choice on or about September 24th, 1923. The right to reject any or all bids is reserved.

J. N. BROWN, Clerk.
Board of County Commissioners.

RATE: 35 cents per line per insertion.
PUBLICATION DAY: Thursday.

FORMS CLOSE 4 P. M., Monday.

DAY LETTER: When too late to send copy by mail to reach us by 4 P. M. Monday, forward by day letter.

THE DAILY BULLETIN OF THE MANUFACTURERS RECORD:

Published every business day; gives information about the industrial, commercial and financial activities of the South and Southwest. The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements.

The same rate applies—35 cents per line per insertion.

Bids close August 28, 1923.

Notice of Sale
of \$250,000 Road and Bridge
Improvement Bonds of
Laurens County, S. C.

Laurens, S. C.

Notice is hereby given that up to and until four o'clock P. M., on the 28th day of August, 1923 sealed proposals will be received by the Laurens County Highway Commission at Laurens Court House, South Carolina, for the purchase of Road and Bridge Improvement Bonds of the said County, in the sum of \$250,000 authorized by the Laws of the State of South Carolina, and resolutions of the Board of County Commissioners of Laurens County, S. C., and the Laurens County Highway Commission of Laurens County, S. C.

Said bonds will be in denominations of \$1000.00 each, each bearing interest at the rate of five per centum per annum, and are to be dated July 2nd, 1923, the interest to be payable semi-annually on January 1st and July 1st of each year, both principal and interest being payable at New York in the State of New York, in gold. That said bonds will mature as follows:

\$8000.00 each year on July 1st, from July 1st, 1925 to July 1st, 1935, both inclusive.

\$9000.00 maturing each year on July 1st, from July 1st, 1936 to July 1st, 1953, both inclusive.

This issue of bonds will be sold subject to the approval of John C. Thompson, Attorney-at-Law, 120 Broadway, New York City, to be furnished by the Laurens County Highway Commission. All bids must be accompanied by cash or a certified check on some good and solvent Banking House for 2% of the amount of the bid, payable to the order of John D. W. Watts, Chairman of the Laurens County Highway Commission, as security for the compliance by the purchaser with the terms of his bid. Deposits made by unsuccessful bidders will be returned. The right is reserved to reject any and all bids. Proposals should be addressed to John D. W. Watts, J. F. Jacobs, J. Hamp Stone, R. L. Gray, W. R. McCuen and W. G. Lancaster, constituting the Laurens County Highway Commission, and should be enclosed in a sealed envelope marked on the outside "proposal for bonds" and addressed to John D. W. Watts, Chairman of the Laurens County Highway Commission at Laurens, S. C. Proposals should be submitted on forms approved by John C. Thomson, Attorney of 120 Broadway, New York.

These bonds are general obligations of the County of Laurens, tax for payment of principal and interest unlimited. Additional information in reference to said bonds may be obtained from W. G. Lancaster, Laurens, S. C. Secretary of the Board of Highway Commissioners.

JOHN D. W. WATTS,
J. F. JACOBS,
J. HAMP STONE,
R. L. GRAY,
W. R. McCUEN,
W. G. LANCASTER,
Constituting Laurens County
Highway Commission.

Bids close September 4, 1923.

\$50,000 6% Coupon Notes

ST. LUCIE COUNTY, FLA.

Fort Pierce, Fla.

Sealed bids will be opened on September 4, 1923, for \$50,000 Six per cent, semi-annual coupon Public Road and Bridge Negotiable Notes of St. Lucie County, Florida. Principal and interest payable to bearer at United States Mortgage & Trust Company, New York City, N. Y. Said notes mature, two notes on August 1 of each year 1925 to 1934, and three notes on August 1 of each year 1935 to 1944.

For further information address P. C. Eldred, Clerk of the Board of County Commissioners.

Bids close August 29, 1923.

North Carolina
State Highway Construction

Raleigh, N. C.

Sealed bids for the construction of the following projects will be received by the North Carolina State Highway Commission at Raleigh, N. C., until 10 A. M. on the 29th day of August, 1923 when they will be opened and read:

Hard surface (Concrete or Asphaltic Pavings Projects) including grading, reinforced concrete or cast iron pipe, structures, etc.

Project No.	County	Length (Miles)
180	Perquimans	9.96
185-C	Pitt	14.35
352 (macadam)	New Hanover	2.31
507	Alamance	4.03
592	Rockingham	8.22
611 and 697A	Anson-Union	12.45
641	Iredell	8.04
745	Forsyth	4.57
902	Buncombe	4.95

Topsoil, Sand, Clay, Gravel, or Grading projects, including grading, drainage pipe, structures, etc.

421	Franklin	8.23
495	Warren	7.96

Specifications, proposal forms, etc., may be obtained from the State Highway Commission at Raleigh, N. C.

Plans may be seen in the Raleigh Office, or in the offices of the District Engineer.

Bridge plans may be obtained from the State Highway Commission at Raleigh, N. C., upon PAYMENT of Five (\$5.00) dollars per set.

The right is reserved to reject any or all bids.

By order of the North Carolina State Highway Commission.

Bids close August 21, 1923.

Gravel Road

STATE OF MARYLAND
STATE ROADS COMMISSION
NOTICE TO CONTRACTORS

Baltimore, Md.

SEALED PROPOSALS for building one section of State Highway, as follows:

ST. MARY'S COUNTY, Cont. SM-25—One section of state highway from Chaptice toward Budd Creek, for a distance of 2.0 miles (Gravel), will be received by the State Roads Commission, at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M., on the 21st day of August, 1923, at which time and place they will be publicly opened and read.

Bids must be made upon the blank proposal form which, with specifications and plans will be furnished by the Commission upon application and cash payment of \$1.00, as hereinafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (\$500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond, and comply with the Acts of the General Assembly of Maryland, respecting contracts.

The Commission reserves the right to reject any and all bids.

BY ORDER OF the State Roads Commission this 1st day of August, 1923.

JOHN N. MACKALL, Chairman.
L. H. STEUART, Secretary.

Bids close September 1, 1923.

Reinforced Concrete Bridge

Covington, Va., August 4, 1923

The Board of Supervisors of Alleghany County will receive bids until 12 o'clock noon Sept. 1, 1923 for the building of a sixty foot span reinforced concrete bridge over Wilson's Creek about 3 miles east of Clifton Forge, Virginia.

The Board reserves the right to refuse any and all bids.

A certified check payable to Alleghany County of 10% of the amount bid shall accompany each bid.

Plans and specifications on file in Alleghany County Clerk's Office, Covington, Virginia. Copy Teste,

OLIN J. PAYNE, Clerk.

Bids close August 28, 1923.

Street Improvements

Beaufort, N. C.

Sealed proposals will be received for the materials and labor in connection with the improvement of certain streets in the Town of Beaufort, N. C. by the Mayor and Board of Aldermen of said Town, until two (2) o'clock P. M. of Tuesday, August 28th, 1923 when they will be opened and publicly read.

The specifications cover grading, storm drainage, retaining wall, granite and combination curbing and gutter, cement sidewalks, cement concrete, asphaltic concrete, sheet asphalt and bitulithic pavements.

Bids are asked upon approximately 20,000 square yards of pavement and alternative bids upon approximately 40,000 square yards; on 10,000 square yards of sidewalks and alternative bids upon approximately 20,000 yards. The pavement will be constructed from one or more of the classes mentioned above as may be selected by the Town, and the entire work to be done will be awarded under one or more contracts as the Town may elect.

Plans and specifications may be examined at the office of the Town Clerk at Beaufort, N. C. or at the office of the Engineer at Winston-Salem, N. C. Specifications may be secured by prospective bidders by addressing the Engineer and making a deposit of ten (\$10.00) dollars.

Each proposal must be accompanied by a certified check in the sum of five (5%) per cent of the amount bid, as evidence of good faith upon the part of the bidder.

The Town reserves the right to reject any or all bids or to accept any which may seem to be to the best interest of the Town of Beaufort.

T. M. THOMAS, JR., Mayor.

M. A. HILL, Clerk.

J. D. SPINKS, Engineer,
Winston-Salem, N. C.

Bids close September 3, 1923.

Paving

Greenwood, Miss.

Sealed bids will be received by the Commission Council of Greenwood, Miss., at the office of the Mayor, City Hall, until 2 o'clock, P. M., Monday, September 3, 1923 for re-paving certain streets and avenues in the City of Greenwood.

Bids will be received upon Vertical Fibre brick, Vibrolithic concrete, Warrenite-Bitulithic, Sheet Asphalt (both Trinidad Natural Lake and oil residuum), Sheet Asphalt (Willite process) and Cascemco.

Approximate quantities:

44,382 sq. yds. of pavement.
680 sq. yds. 5-in. 1:2:4 concrete base.

680 sq. yds. defective 5-in. old concrete base to be re-moved.

360 cu. yds. Asphaltic concrete in place to repair old penetration top.

30,197 sq. yds. 2½-in. Asphaltic concrete base.

3085 lin. ft. Concrete combined curb and gutter.

3266 lin. ft. Combined curb and gutter to be re-lined.

3135 lin. ft. Combined curb and gutter to be re-moved.

524 lin. ft. 4-in. x 12-in. concrete header.

1778 lin. ft. Old stone and concrete header to be re-lined.

644 lin. ft. Old stone and concrete header to be re-moved.

820 cu. yds. old 1-in. sand cushion to be re-moved.

2462 cu. yds. Old wood block to be re-moved.

12,967 sq. yds. Old penetration base to be cleaned, repaired and re-crowned.

570 cu. yds. Excavation old penetration top.

**CLASSIFICATION OF ALL TYPES
ASPHALT PAVEMENT.**

30,197 sq. yds. 1½ in.
14,185 sq. yds. 2 in.

Each bid must be accompanied by a certified check or Proposal bond in the sum of one thousand (\$1000) dollars as surety for the acceptance of the contract.

The successful bidder will be required to furnish surety bonds in an amount equal to fifty (50) per cent of the estimated cost of the work; such bond to be written by a Surety company doing business in the State of Mississippi and maintaining an office or agent within the State upon whom all notices may be served.

Before final acceptance of the work executed under the contract, the contractor will be required to furnish the City of Greenwood a surety bond in the amount of ten (10) per cent of the total amount of the cost of the work executed under the contract as surety that he will maintain the work for a period of five (5) years to the satisfaction of the Engineer and Commission Council. Such surety bond will not be required, however, to cover maintenance of failures in the wearing surface that may be due to defects in the old concrete base.

Plans and specifications are on file in the office of the City Engineer and City Clerk, City Hall. Copies of same may be obtained upon payment of five (\$5) dollars.

Each bid must be made in accordance with the plans and specifications and on the blank forms provided for that purpose.

The City of Greenwood reserves the right to reject any or all bids.

P. B. DENNIS,
City Clerk.

Bids close August 22, 1923.

Paving

Pulaski, Tenn.

Sealed bids for the construction of Paving on the Public Square for the Town of Pulaski, will be received by the Mayor and Board of Aldermen at the office of Lew Jones, City Recorder, until 7:30 P. M., August 22, 1923, at which time they will be publicly opened and read.

The approximate quantities are as follows:

12,000 sq. yds. Kentucky Rock Asphalt Surfacing.

1,600 cu. yds. Crushed Limestone in Foundation.

920 lin. ft. Concrete Gutter.

Plans and specifications may be examined at the office of Lew Jones, City Recorder, or at the office of the Engineer; or a copy may be obtained from the Engineer upon receipt of deposit of \$10.00, of which amount \$5.00 will be refunded when the plans and specifications are returned in good condition. If additional information is required, address the Engineer.

The right is reserved to reject any or all proposals and to waive formalities. The Contractor will be paid cash on all monthly estimates amounting to 85 per cent of the work done.

All proposals and bids must be accompanied by a certified check drawn on a responsible bank or trust company and made payable to Lew Jones, City Recorder, for a sum of not less than 5 per cent of the amount of the proposal, or a bidder's bond for the same amount by a surety company, authorized to do business in the State of Tennessee, will be accepted. The successful bidder will be required to furnish a performance bond in the sum of 50 per cent of the contract price.

LEW JONES,
B. H. KLYCE,
Engineer.

720 Fourth & First National Bank Bldg.,
Nashville, Tenn.

Bids close September 28, 1923.

Administration School Building

AT W. VA. COLLEGIATE INSTITUTE,
INSTITUTE, W. VA.

Sealed bids will be received by the State Board of Control at its office in Charleston, W. Va., until 4:00 P. M., September 28th, 1923, for doing all work and furnishing all materials necessary to complete the building described below, according to plans and specifications prepared by Warne, Tucker & Pateson, Architects, Charleston, W. Va.

A three story brick building faced with Hanover Red Pressed Brick, trimmed with Bedford Limestone, having composition roof, 288 ft. long by 76 ft. deep, with an ell at the rear 81 ft. by 90 ft.

There will be two fireproof stair towers with metal doors and window frames, and iron stairs.

All corridor and toilet room floors will be Terrazzo with Terrazzo base; all other floors will be wood.

The ground floor will consist of nine large class rooms, four offices, commercial department, eight music rooms, library, and four toilet rooms.

The first floor will consist of an Auditorium, eight large class rooms, two lecture rooms, two laboratories and two toilet rooms.

The second floor will be occupied by the balcony of the auditorium, five large class rooms, two lecture rooms and six laboratory rooms.

Plans, specifications and blank form for bids will be mailed by the State Board of Control when request is accompanied with check for \$10.00, which amount will be refunded only on receipt of bona-fide bid on or before the time named above, and the return of the plans.

Bids must be accompanied with certified check in the amount of \$1000.00 as guarantee that contract will be entered into and proper bond furnished.

STATE BOARD OF CONTROL,
By JAMES S. LAKIN, Pres.,
Charleston, W. Va.

Bids close September 28, 1923.

Physical Education Building

AT NEW RIVER STATE SCHOOL,
MONTGOMERY, W. VA.

Sealed bids will be received by the State Board of Control at its office in Charleston, W. Va., until 11:00 A. M., Sept. 28th, 1923, for doing all work and furnishing all materials necessary to complete the building described below, according to the plans and specifications of Wysong & Jones, Architects, Charleston, W. Va.

The building is to be 90'x110', brick walls, concrete foundation, steel roof trusses, composition roof, terra cotta trim, maple floors, interior stairs iron, brick and stud partitions.

Plans, specifications and blank form for bids will be mailed by the State Board of Control, when request is accompanied with check for \$10.00, which amount will be refunded only on receipt of bona-fide bid on or before the time named above, and the return of the plans.

Bids to be accompanied with certified check payable to the State Board of Control for an amount equal to 1% of the bid, as guarantee of good faith.

STATE BOARD OF CONTROL
By JAMES S. LAKIN, Pres.,
Charleston, Kanawha County, W. Va.

Bids close September 28, 1923.

**W. Va. School for Colored Deaf
and Blind at Institute, W. Va.**

Sealed bids will be received by the State Board of Control at its office in Charleston, W. Va., until 3:00 P. M. Sept. 28th, 1923, for doing all work and furnishing all materials necessary to complete the building described below, according to the plans and specifications of Wysong & Jones, Architects, Charleston, W. Va.

The building is to be 46'x90', brick and tile walls, concrete foundation, slate roof, terra cotta trim, oak and composition floors, interior stairs iron; tile and stud partitions; wood and metal joists.

Plans, specifications and blank form for bids will be mailed by the State Board of Control, when request is accompanied with check for \$10.00, which amount will be refunded only on receipt of bona-fide bid on or before the time named above, and the return of the plans.

Bids to be accompanied with certified check payable to the State Board of Control for an amount equal to 1 per cent of the bid, as guarantee that contract will be entered into and proper bond furnished.

STATE BOARD OF CONTROL
By JAMES S. LAKIN, PRES.,
Charleston, Kanawha County, W. Va.

Bids close September 3, 1923.

Jail

Palatka, Fla.

Bids will be received by the Board of County Commissioners of Putnam County, Florida, until 2 o'clock p. m., September 3, 1923, for erecting a County Jail at Palatka, Florida. Copy of plans and specifications can be obtained from Mark & Sheftall, architects, Jacksonville, Florida on deposit of Fifteen Dollars.

R. J. HANCOCK, Clerk
August 11, 1923.

August 16, 1923.
Manufacturers Record.

Bids close August 30, 1923.

License PlatesOFFICE OF THE CITY COMPTROLLER
ROOM 103, CITY HALL
Richmond, Virginia.

Sealed proposals addressed to the City Comptroller, will be received by him at his office, until 12 o'clock, noon, August 30th, for furnishing License Plates to the City for the year 1924.

Description and blank proposals will be furnished upon application to this office.

A Bond for \$500.00, satisfactory to the City Attorney will be required of the successful bidder as a guaranty of execution of contract.

The Comptroller reserves the right to reject any and all bids.

H. C. COFER,
City Comptroller.

Bids close August 30, 1923.

Reinforced Concrete Wharves

Houston, Tex.

Bids are desired by undersigned to be filed not later than 12 A. M., August 30, 1923, for construction of 3 wharf units, containing 1720 lineal feet reinforced concrete, 40-47 feet wide, at Turning Basin, Houston, Texas. Certified or Cashier's check 5% must accompany bid. Specifications and plans may be obtained from Port Director, 5th floor Courthouse, on deposit of \$10.00, to be refunded on return of sets in good condition. All rights reserved. Sign bid, seal and file with undersigned not later than hour and date above given.

HARRIS COUNTY NAVIGATION DIST.

By H. L. Washburn, Auditor & P. A.

Bids close August 21, 1923.

Motor Driven Pick-up Sweeper

Durham, N. C.

Bids will be received by the Purchasing Agent of the City of Durham, N. C., for furnishing one motor driven pick-up sweeper with gutter broom attachment, until 3:00 P. M., August 21, 1923, at which time they will be publicly read at the Municipal Building.

Complete specifications of the sweeper together with a statement of service guaranteed by the manufacturer, date of delivery and price delivered at Durham, N. C., must be filed before the time for opening the bids.

The City reserves the right to reject any or all bids or to accept such bids as appear in its judgment to be for the best interests of the City.

A. T. CRUTCHFIELD,
City Purchasing Agent.

 CLASSIFIED OPPORTUNITIES
MINERAL AND TIMBER LANDS WATER POWERS, MISCELLANEOUS PROPERTIES

IRON MINES, Fluorspar coal, oil leases, for sale or lease, west Kentucky.

W. S. Lowery, Salem Star Route. Marion, Ky.

MARBLE FOR SALE OR LEASE

I HAVE a large quantity of marble for sale or lease, located in Cherokee Co. Ga. 50 miles North of Atlanta Ga. on the L. & N. R. R. This marble proves to be of excellent quality for monumental and building material. James F. Faulkner, Owner, Ball-Ground, Ga. Route No. 5.

IRON ORE DEPOSIT IN MEXICO

STEEL MEN NOTE—A real deposit of 65% and better Iron that will cost you less than 2c per ton; however, property so large it takes money to handle. Complete and detailed engineer's report furnished if you mean business. A. H. BLINEBRY, Box 827, El Paso, Tex.

COAL LANDS AND MINES

FOR SALE—COAL MINE Birmingham, Ala. territory; 320 acres in fee and can lease 1180 acres additional. Owners should construct two miles railroad and put in washer, making entire investment less than \$60,000. Properly managed easily clear 100% annually. Plenty of labor and easy control. Reason for selling owners live elsewhere and can't leave other interests. Don't answer unless you mean business and have capital. J. M. Head, Andalusia, Ala.

FOR SALE—Mine located both Louisville & Nashville and Southern Railway, Jellico seam, present capacity 400 tons per day, terms if desired. For further details address Dr. E. A. Guynes, 513 Walnut Street, Knoxville, Tenn.

TIMBER AND TIMBER LAND

HONDURAS TIMBER FOR SALE. For Sale—170,000 acres in Honduras cruising over two billion feet virgin pine. Only one dollar per thousand feet. Easy terms. Full data on request.

L. W. TULLEYS, Council Bluffs, Iowa.

TIMBER FOR SALE

About 8 million feet Pine and Hardwood timber near Augusta, Ga. Can be bought right. Or land and timber can be bought. H. R. Powell & Son, Realtors, Augusta, Ga.

ARKANSAS SAWMILL FOR SALE.

An A. I. Up-To-Date 25,000 Capacity Mill with ten Million feet of Timber on Railroad. We are not selling for lack of Money; but we have struck Oil, which calls for all of our time. J. H. Carver & Son, Owners. Princeton, Dallas County, Arkansas.

FOR SALE—Over one thousand acres of timber oak, pine, and hickory, located in Cherokee Co. Ga. on L. & N. R. R. 50 miles N. of Atlanta, will sell by boundary only. James F. Faulkner, Ball-Ground, Ga. Rt. 5.

FARM AND TIMBER LAND

432,000 acre tract, approximately 30,000 acres farming, balance timber land. State of Durango, Mexico. 50 cents per acre, cash. A. H. Blinebry, Box 827, El Paso, Tex.

FARM, FRUIT, AND TRUCK LANDS**VIRGINIA****"BEN LOMOND"**

AN OLD COLONIAL VIRGINIA ESTATE NOW ON MARKET.

"Ben Lomond Farm" which contains 1912 acres of good tillable land located on public highway within 2½ miles of the town of Manassas, Va. Manassas is the county seat of Prince William County and is located on the double track Southern Railroad within 33 miles of Washington City.

This farm is a part of the old Historical Battle Field of Bull Run and was formerly owned by Congressman John F. Rixey and later by Sgt. Gen'l P. M. Rixey, under Pres. Roosevelt. This farm contains all necessary modern improvements including electric lights, heat and water. Ben Lomond Farm is operated as an orchard, dairy and general farming proposition and is acknowledged to be one of the finest estates in Virginia. The buildings on this farm are very substantial and commodious. All of them are practically in first class repair. The Dairy barn is the largest and best constructed barn of its kind in the State, its dimensions being 42x140 feet of brick concrete and frame construction. Water throughout the barn which accommodates dairy herd at all times. The main residence or mansion house which is of old colonial style is laid throughout with hardwood and has all modern improvements. The buildings on this estate are easily worth \$50,000. The barn is equipped for 66 cows with two magnificent tile silos at the end of the barn 14x44 feet dimensions.

There are at this time about 135 head of cows and heifers on the farm about 75 of which are pure-bred Holsteins. The receipts from the dairy from January to July of this year inclusive are between \$8000 and \$9000 and the year receipts from the dairy will be between \$14,000 and \$15,000 next year with the increase number of heifers which are coming into use the proceeds from the dairy should be near \$20,000. Ben Lomond has located on it one of the most beautiful orchards in Virginia. This orchard contains 4500 trees, 4000 of which are Wine Sape, Mammoth Black Twig and Starks Delicious, and the other 500 trees are choice varieties of other kinds. This orchard is 6 years old and has had in attendance for the past 4 years a horticulturist of known ability, his only duty is to look after and care for the trees. This orchard has already been sprayed four times this year and it is in most healthy condition. There are a number of trees in the orchard this year which will bear considerable fruit, there being more than 100 apples on some of the trees at this time.

There is about 165 to 175 acres of corn

in cultivation at this time which is very promising and if seasons continue will make a large crop. There will be between 1200 and 1300 bushels of wheat thrashed this season. There has been 40 loads of alfalfa hay put in the barn already and one more cutting yet to go in. There are about 30 acres of peas sown on the farm which are in fine condition. About 1200 acres of this land is cleared and in cultivation and grass. The balance in merchantable timber and fire-wood. There are about \$10,000 worth of timber now ready for the market. This farm lays beautifully and is just rolling enough to drain well. It is smooth, free from stones and gullies, and except for new ground it is free from stumps. This farm lays on the public road for about 1½ miles and there is now under construction and about one-half completed, a magnificent woven wire fence four feet high erected on sawed red cedar posts which are painted white. All corners and curved posts are set in cement. This line is run beautifully and is very attractive. The Manassas Battle Field, or Henry Farm which is located within 1¼ miles has just been purchased, deeds have been signed and the battle field will be made into a National Park which must enhance the value of all property adjacent thereto a great deal. Ben Lomond is equipped with all the latest improvements in machinery, including tractors, tractor plows, tractor discs, culti-packers, spike and spring tooth harrows and other modern equipment.

The horse power consists of 12 good horses with harness complete.

This farm is owned by a gentleman in the State of Ohio who purchased it for his son to live on, who later died with the "flu." This is the only reason for selling, there is no encumbrance whatever, title perfect. We have just made a fine lot of large photographs of this property which will be sent to interested parties upon application. This farm stands the owner today \$200,000 but it can be bought complete with all stock, crops and equipment of whatever kind and character, with splendid business establishment, shipping milk to one of the best firms in the city of Washington, price \$150,000. Terms \$50,000 cash, balance as low as \$5000 a year at 6% interest until paid.

No trading proposition considered unless there should be some unencumbered city property with recognized value which might be taken in as a part payment but not to exceed \$50,000. Trading propositions are not solicited at all. You must see this magnificent estate to appreciate it. Abstract and photos sent on application. Write, phone, wire or call on

C. J. MEETZE & CO.,
Manassas, Virginia.**CALIFORNIA**

FOR SALE OR EXCHANGE—248 acres in Tehama County, California, free of all debt; will take \$25,000 or accept Florida or Georgia property. Here is a chance for someone to clear up. Address No. 6197 care Manufacturers Record, Baltimore, Md.

FLORIDA

FOR SALE—Choice colonization tracts, timber and farm lands in Northwest Florida at prices from \$5.00 to \$25.00 per acre. Also houses, hotels, apartments, bungalows and lots for sale in the Sunshine City of St. Petersburg, Florida. For particulars address, Jones & Yates Realty Company, 201 Sumner Building, St. Petersburg, Florida.

FOR SALE,
SUGAR LAND, FARMING, TRUCKING,
CITRUS OR AVACADO LAND OR
5-10 ACRE SUBDIVISION.

Choice lands next to and adjoining that of the Great Pennsylvania Sugar Company on the Miami Canal just out of Miami, Florida, in the Glades. One particularly choice section blocked solid. Also 5000 acres solid with over three miles main canal frontage. John R. Mitchell, Evansville, Indiana. Reference Chamber of Commerce or any bank.

FLORIDA—Playground of the Rich; Paradise of the poor. The fastest developing State in the Union, and Roger Babson, the great business statistician, says that TAMPA is destined to be the greatest city in the Southeast. Come and be one of us. We have a Home, Grove or Farm for you. Send today for booklet "Largest Orange Tree in the world," and list, Tampa-West Coast Realty Co., (Inc.) Opp. Post Office, "Since before the war," Tampa, Fla.

MEXICO

TWO LARGE DEVELOPED MINES in Mexico that are priced to sell; one gold, the other lead, zinc and silver. Reports sent on request. A. H. Blinebry, Box 827, El Paso, Texas.

SOUTH CAROLINA

SECLUSIVE BUILDING SITES perfectly drained on deep water. Large acreage in magnolias, live oaks, palmettos and Southern pines. Situated on three-mile expanse of water. Excellent health. Pure artesian water. Winter temperature 57.2 degrees. Roses and other flowers bloom in mid-winter. Five miles to railroad station. Excellent neighborhood. Ideal for winter homes. Fishing and hunting. If interested, write

LAKE REALTY COMPANY,
Beaufort, S. C.

BUSINESS OPPORTUNITIES

FINANCIER TO EXPLOIT PATENTS for fresh food conservation process in small storing units; also advertising reference calendar that never runs out of date. N. J. Darden, 11 Grant Place, N. W., Washington, D. C.

\$10,000 GIVEN AWAY

To any one who will furnish me with \$150,000 for five years at 6 per cent. Money to be used to complete the development of a coal mining property which will then be worth \$500,000.

Your money will be secured by 1000 to 1200 acres of mineral rights including 375 acres in fee simple of well timbered land. Entire acreage consists of Elkhorn coal 5 1/2 feet thick with six inch parting. This is the best by-product coal in the world. Two other seams four feet each of clean, high grade domestic. Hazard No. 4 five to seven feet thick—a good gas coal. Third interest in over a mile of standard gage railroad. Premium money to defray all expenses. For further particulars, address J. L. Oldham, Whitesburg, Ky.

AN OPPORTUNITY

If large development owners that have drainage, Railroad construction, City building, or other work of similar nature, Agricultural development and sales, will get in touch with the advertiser, we believe a connection of great profit for both can be made.

We know of a man who is an outstanding national figure and who has the papers to prove his record.

A man with a nation-wide experience in big work.

A man old enough to have the necessary experience and young enough to carry through.

Not a low-priced man but one who can deliver a real profit on his employment figure.

Will go anywhere for a conference.

Address No. 6186 care Manufacturers Record, Baltimore, Md.

I SPECIALIZE in industrial, warehouse and business sites at and adjacent to Washington, D. C.

M. B. HARLOW.
Harlow Building. Colorado Building.
Alexandria, Va. Washington, D. C.

BUSINESS OPPORTUNITIES

AN EXCEPTIONAL OPPORTUNITY.
Offered party who will make substantial investment in an Engineering and Construction Company operating in Southwest and desiring to enlarge operations.

Address: Apartment Four, 328 West Missouri St., El Paso, Texas.

The Chamber of Commerce—Key West, desires to get in touch with some financing corporation for the purpose of financing road construction between Key West and the mainland of Florida. Further information on request. Address Chamber of Commerce, Key West, Fla.

WANTED—Partner with executive ability as manager to take half interest in an established manufacturing business in city of 60,000 population in Virginia; this will require \$3000 to handle; this position nets a salary of \$50 per week the year around. Please do not take up our time unless you have the money and mean business. Address No. 6203 care Manufacturers Record.

UNUSUAL INVESTMENT OPPORTUNITY HOUSTON, TEXAS, with its inland deep water harbor, is enjoying unprecedented activity. Millions spent and being expended for city and harbor improvements, and port industrial plants. Unusual opportunity for investors seeking safe and profitable investments. Write for handsomely illustrated booklet describing Houston's growth, resources and real estate opportunities.

INLAND HARBOR DEVELOPMENT COMPANY
Houston Land & Trust Co. Bldg., Houston

FINANCIAL

SOUTHERN
MILL STOCKS
BANK STOCKS
BONDS.

25 years' experience in this Field.
F. C. ABBOTT & CO.,
Charlotte, N. C.

VALUABLE TEXT-BOOKS on the "Money Question"—The most vital question affecting the welfare of the people. The Monetary Educational Bureau, Kellogg Bldg., Washington, D. C.

INDUSTRIES WANTED

"INMAN, S. C., wants industries, large and small. Offer cheap power—healthful climate—good labor conditions. Address Inman Chamber of Commerce, Inman, S. C.

CUERO, TEXAS, capital of DeWitt County, located in south Texas on the Guadalupe river offers advantages for industries large and small. Has excellent industrial sites, proximity to raw material supply and markets, potential supply of labor and good labor conditions, ample electric power and healthful climate. Good rail transportation and only sixty miles from deep water transportation. For further particulars address W. H. Seidel, Manager, Chamber of Commerce, Cuero, Texas.

ARKANSAS.

The Wonder State of the Union.
DIAMONDS IN ACREAGE.
Especially in, and around Camden, and Ouachita County, Arkansas.

And we can furnish anything desired from five acres to 100 in Camden, with prices ranging from \$100 to \$500 per acre; which would be ideal for Mfg.-Sites, or home Sub-Divisions; with both Rail, and Water Transportation facilities.

A REWARD OF \$1000.

Will be paid to any one who can show us a Town with greater future possibilities in all Arkansas than Camden, Ouachita County. Therefore, if you will request Booklet with full information relative to anything in our line, we will be perfectly satisfied with the ultimate result. Postoffice Box—208, Phone—150, Camden, Ouachita County, Arkansas. W. B. Craker, Mgr.

PROGRESSIVE REALTY COMPANY.

FAYETTE, ALA., wants INDUSTRIES, large or small. Fine location for cotton mill, Tannery, Box and Veneer Factory. Good labor conditions, cheap power, healthy climate, on railroad, in center of cotton and lumber section. Address, Chamber of Commerce.

INDUSTRIES WANTED

HERNDON, VA., the best location in Northern Virginia for young enterprises that intend to grow. What do you make that the farmers, the dairymen and the fruit growers need for the production and distribution of their output? We offer railroad, large electric power and water facilities. Eight miles from Superpower plant site at Great Falls. Address Chamber of Commerce.

INDUSTRIAL PLANTS

FOR SALE—Large modern stone crushing plant favorably located in Virginia is offered for sale by owner. Now running every day with orders for balance of season, and making splendid profits. Labor plentiful and cheap. Experience not necessary as business is well organized. Price \$22,000. Part terms. Might consider some trade. Address No. 6202 care Manufacturers Record.

SUCCESSFUL BUILDING MATERIAL & LUMBER YARD. Going 27 years established business. Equipped with wood-working machinery. Large stock lumber, moulding, sash, blinds, lime, cement, brick etc. Modern brick building, up-to-date sheds and yard. Located in heart of manufacturing and wholesale district of Lynchburg, the richest City and largest distributor of merchandise in the South, per capita. Near depots of three competitive Railroads. For Sale on account of owner's health. Details on request—Walker, Mosby & Calvert, Inc., Lynchburg, Va.

INDUSTRIAL OPPORTUNITY

BOX FACTORY FOR SALE—Profitable, fully equipped, splendidly located, \$50,000 Box Plant, in one of best Cities of 65,000 population in the South. Ample cheap raw material. Well organized with reliable, experienced, intelligent and competent help. Low over-head; labor plentiful, at low rates. **REASON FOR SELLING:** Owners have other interests requiring capital and time. Address: B. B. TAYLOR, Macon, Ga.

OFFERS FOR LANDS, BUILDINGS and equipment of our 1 & 2 plants at Bridgeport, Conn., are solicited from principals only. Inspection invited. Property includes about 23 acres, 60 buildings and 2700 feet water front. Ready for structural steel fabrication, automobile or machinery manufacture. Useful for steamship docks and warehouses or seaboard oil tank station. Adaptable to movie plant, pleasure park or sub-division for homes on navigable water front.

C. E. ADAMS, TREASURER
THE LAKE TORPEDO BOAT COMPANY
BRIDGEPORT, CONN.

FACTORY SITES

For Sale
MANUFACTURING SITE
on Railroad and Water
Hastings Bros., Norfolk, Va.

FOR SALE—FACTORY SITES in best diversified successful manufacturing city in United States. Warren Ross Lumber Co., Jamestown, N. Y.

PATENT ATTORNEYS

PATENTS, TRADE-MARKS AND COPY-RIGHTS—Write for our Free Illustrated Guide Book and EVIDENCE OF CONCEPTION BLANK. Send model or sketch and description of your invention for our opinion of its patentable nature free. Highest references. Prompt service. Reasonable terms. Victor J. Evans & Co., 712 9th St., Washington, D. C.

PATENTS AND PATENT CAUSES—Searches; Applications; Reports on questions of Validity and Infringement. Development, design, manufacture and contracts. Registered Patent Attorney: Member American Society of Mechanical Engineers, ARTHUR SCRIVENOR, Mutual Building, Richmond, Va.

PATENT ATTORNEYS

INVENTORS—Send sketch or model of your invention, for opinion concerning patentable nature, and exact cost of applying for patent. Book, "How to Obtain a Patent" sent free. Gives information on patent procedure and tells what every inventor should know. Established 25 years. Chandler & Chandler, 412 7th St. N.W. Washington, D.C.

PATENTS—Booklet free. Highest references. Best results. Promptness assured. Watson E. Coleman, Patent Lawyer, 624 F St. Washington, D.C.

AGENCIES WANTED

STEEL AND IRON TRADE
FOR HOLLAND AND COLONIES

Hollander, with best of references and of great ability founded on experience of a great number of years, personally acquainted with very large majority of the wholesalers and retailers in the Netherlands, and for many years manager of a large buying combination of sixteen prominent companies, wants to represent American firms.

FOR EUROPE

Having traveled extensively over the greatest part of Europe for the establishment of trade relations, and with a thorough knowledge of several languages, the undersigned would like to represent American firms in Europe, or in any section.

J. P. KLAUTZ,
35 PIET HEIN STRAAT,
GRONINGEN NETHERLANDS

SITUATIONS WANTED

MANUFACTURING EXECUTIVE: American, 33 years' old, married, technically trained, 12 years' experience in manufacturing covering design, estimating, purchasing, planning, scheduling, production, inspection and industrial engineering of quantity production products, such as ammunition, fishing tackle, cutlery, flashlights, batteries, phonograph records, pressed metal products, stampings, etc. desires position. Address No. 6200 care Manufacturers Record, Baltimore, Md.

SITUATIONS WANTED

SALESMAN—Pumps, gas engines, stoves and ranges, etc., wants position with first class manufacturer or jobber. Thoroughly experienced, capable, earnest and reliable. Age 40, married. Moderate salary or commission and traveling expenses. A-1 references. Address No. 6194 care Manufacturers Record, Baltimore, Md.

MEN WANTED

"WANTED—Thoroughly competent foreman for sand and gravel plant, water and land combined. Good opportunity for the right man. Address—E. S. Blanton, P. O. Box 221, Newport News, Va.

SALES AGENTS WANTED

To sell CREOSOTE, PERFECTO-SOTE and "C-A-WOOD PRESERVER" also Carbolineum Stains to industrial plants and etc. Can be handled as side line on a commission basis. Liberal Commissions. C-A-WOOD PRESERVER CO., Arcade Bldg., St. Louis, Mo.

WANTED—An experienced superintendent for millwork plant working 100 men. A good position for right man. Give age, experience and references. Lumber Co., Box 668. Greensboro, N.C.

ASPHALT CHEMIST: Experienced Paving Chemist wanted. Give experience, age, references first letter. Address No. 6199 care Manufacturers Record, Baltimore, Md.

BIG MONEY FOR HUSTLERS

An Unusual Opportunity for a few high grade men or firms to act as distributors for patented article backed by highly rated established company. This article is nationally advertised, known in every state, and used by the country's largest firms. Enables them to get more power at less cost using same machinery. All or part time men acquainted with engineers, factories, ice companies, railway mechanical executives, machine shops, preferred. Write for application blank. Box 502, Wellston, St. Louis, Mo.

MEN WANTED

Salaried positions \$2500 to \$25,000 upward: executive, technical, administrative, engineering, manufacturing, professional managing, financial, etc., all lines. If you are qualified, and receptive to tentative offers for a new connection you are invited to communicate in strict confidence with the undersigned, who will conduct preliminary negotiations for such positions. A method is provided through which you may receive overtures in confidence, without jeopardizing present connections, and in a manner conforming strictly to professional ethics. Send name and address only; preliminary particulars will be sent without obligating or compromising you in any way. R. W. Bixby, Inc., 403 Lockwood Building, Buffalo, N.Y.

SUPT. AND FOREMAN wanted for Bioluminous Macadam road. Write or wire us at Worthington, W. Va., stating experience and salary wanted. Rogers & Shumway, Inc.

MACHINERY AND SUPPLIES

FOR SALE. 23,500 pounds 1/4" steel strip in coils at 4 cts. per pound. 4-1/4 yards Bottom dump concrete buckets at \$50.00 each. 3-1/2 yard concrete dump buckets at \$35 each, 25-3/4" turn buckles six foot long, eye in each end, at \$5.00 each. 1-24" Eddy-gate valve at \$75.00. 1-125 H.P. return tubular boiler—125 pounds steam at \$700.00, and 500-12" to 18" Ring oil drop hangers at \$3.00 each. Write or wire LINGO METAL WORKS, WILMINGTON, N.C.

MACHINERY AND SUPPLIES WANTED

WANTED—Prices on marble quarry machinery, and also marble finishing machines. James F. Faulkner, Ball-Ground, Ga. Rt. 5.

FOR SALE.

One Sturtevant Roll, new, with two million tons 54% iron ore close to switch. C. G. Samuel, Athens, Tenn.


**SPECIAL ADVERTISEMENTS
OF GENERAL INTEREST**
TRUSTEE'S SALE OF FERTILIZER
PLANT, OIL MILL, ETC.

Pursuant to an order of sale in the matter of Anderson Phosphate & Oil Company, Bankrupt, I will sell at auction at Anderson, S. C., August 27th, 1923, at noon:

1st. The fertilizer plant of said Company located two miles Northwest of Anderson on the Blue Ridge Railroad, consisting of 64.03 acres of land (with easement for passage of fumes over adjoining lands), buildings, structures, machinery, equipment, etc.; also twelve warehouses situated at Walhalla, Seneca, Anderson, Starr, Iva, Barnes, Belton, Greer, Hodges, Pickens, and West Union, S. C.; also the stock of raw and other materials and supplies on hand at said plant.

2nd. The cottonseed oil mill plant at Anderson, S. C., with 4 1/4 acres of land, buildings, machinery, equipment, supplies, etc.

3rd. Office fixtures, furniture and equipment.

4th. Used automobiles.

Terms cash. Upset price fixed by court of Sixty-five Thousand Dollars on Item 1; Thirty Thousand Dollars on Item 2. Bidder to first deposit check for ten per cent. of upset price to guarantee good faith.

For further information write to—
Anderson, S. C.
July 26th, 1923.

J. J. Major,
Trustee.

WANTED

Asphalt Foremen, Rakers and Tamers

An asphalt plant foreman thoroughly experienced handling Trinidad asphalt. Also want experienced street foreman, three asphalt rakers and two tamers. 150,000 yards sheet asphalt. Job starts September 15th. State experience and salary wanted in first letter.

HOGAN CONSTRUCTION CO.
Little Rock, Ark.

OPPORTUNITIES

Industrial and Agricultural

The A. & W. P.—W. Ry. of Alabama and Georgia Railroads traverse a territory rich in material and potential resources. Attractive industrial sites. For information apply:

**Commercial & Agricultural
Dev. Dept.—Above Lines
Atlanta, Georgia**

AN UNUSUAL OPPORTUNITY

Is offered to purchase a series of one story buildings with tools and machinery and full line of auto material and parts, including wheels, springs, axles, carburetors, motors, etc. Buildings appraised at \$57,000.00; machinery and tools \$32,000.00; material \$201,000.00. Can be bought at great bargain. Fine opportunity for experienced manufacturer to establish auto plant or plant for manufacturing bodies. Situated in Middle Atlantic States. Fine distributing point on three trunk line railroads and plant immediately on main line with spur track. Your inquiry and investigation invited.

Address A-307 care of Manufacturers Record
Baltimore, Md.

**"Make It In
ALABAMA"**

CLANTON has—

Population 1411.

County Population 22,700.

**Farm Products—Cotton, Feed
Stuffs, Vegetables, Corn
and Hay.**

**Minerals—Iron, Mica, Slate,
Clay, Graphite.**

8,000 Bales Cotton Annually.

L. & N. Railroad.

Good Water System.

**Schools, Churches and All
Social and Fraternal Or-
ganizations.**

**Amusement Parks and Swim-
ming Pools.**

**Labor and Living Conditions
Above Average.**

FREE FACTORY SITES.

**Undeveloped Natural Re-
sources.**

Clanton, Alabama Offers Free Factory Sites

**Excellent Location for a
Cotton Mill**

A great undeveloped field for textile manufacture, affording superior advantages—abundant supply of raw materials—cheapest electric power in the South—great source of labor; happy workers peculiarly adapted to textile mill work; obtainable at reasonable cost. Favorable opportunity for the location of many other industries, such as—

**Furniture and Coffin Factory
Box Factory, Packing Plant,
Oil Mill, Pipe Shops, Foundries
and Machine Shops.**

All conditions are exceptionally favorable for new industries—native born Americans constitute the larger part of the population. Railroad and distribution facilities are excellent.

*For specific information relative to the loca-
tion of any new industry, communicate with*

**Secretary, Chamber of Commerce
CLANTON, ALABAMA**

Valuable Chemical Plant at New Orleans

for SALE

*An Industrial opportunity
is offered the purchaser of
the plant of the United
Chemical & Organic Prod-
ucts Company, at New Or-
leans.*

The plant is completely equipped for making Muriatic Acid and other products. It has a capacity of 23 to 24 tons of 18-degree Muriatic Acid, and 12 to 15 tons of salt cake of Sulphate of Soda, per day; also a high-efficiency Schweizer-patent plant, capable of extracting grease from 50 to 100 tons of bones per day; and a plant for the making and drying of Osseine.

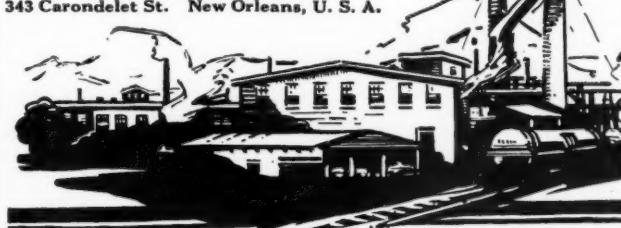
The site comprises five acres in one tract. There are a number of substantial buildings, standing on 50-foot pile foundations and having floors capable of carrying very heavy loads.

Large oil-burning power plant; two artesian wells; city water and electric power connections; buildings wired throughout.

The plant is served by three Louisville & Nashville R. R. switch tracks, each 1200 feet long. Southern Railway service can be had if desired.

Full details available on application to

J. L. ONORATO
343 Carondelet St. New Orleans, U. S. A.



Factory and Warehouse Sites

**AT
ATLANTA
For Sale or Lease**

**For Manufacturing or Warehouse Purposes Only
ON**

Central of Georgia Railway

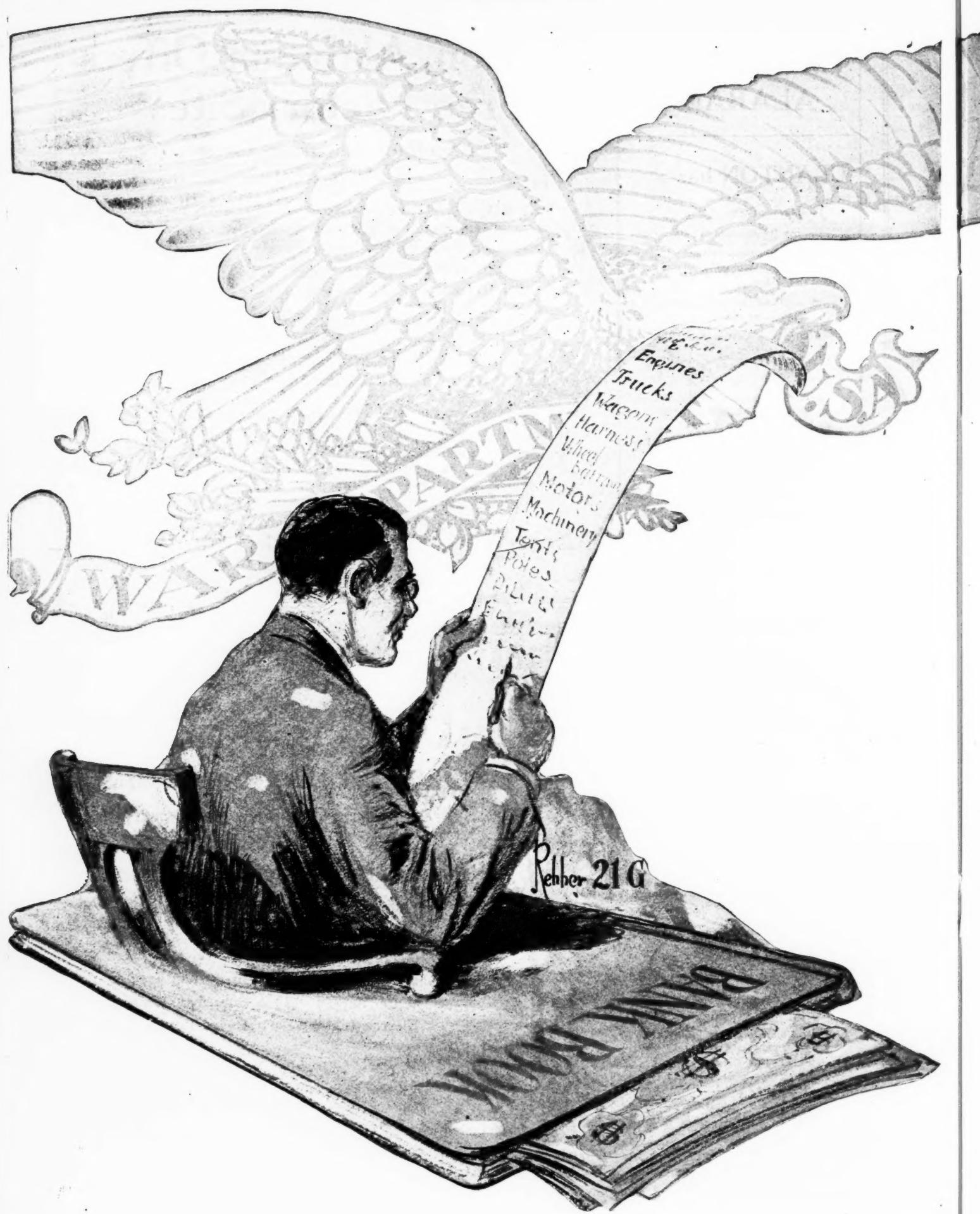
Extending from East Point to Inman, Georgia

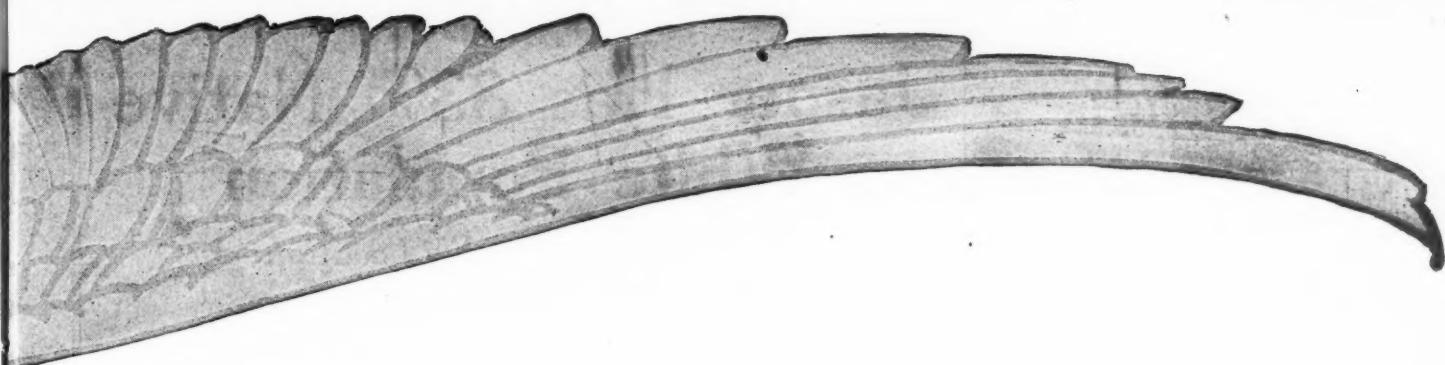
Atlanta Rates	Regular Switching Service
Good Labor Supply	Street Car Service
Electric Power	Suburban Trains
Water Supply	Paved Roads
Electric Lights	

Sewerage

*Write for Copy of
"The Natural Advantages of the Atlanta
Industrial District"*

**R. R. OTIS, Agent
Arcade Building
ATLANTA - GEORGIA**





Those who profit most through government sales are those who most thoroughly investigate them

Every merchant, every manufacturer, every distributor knows how impossible it is in the ordinary run of business to be one hundred per cent right.

Industrial engineers say that the seventy-five per cent efficient organization is above the average. With no intention of offering alibis, it is admitted that in the disposal of nearly three billions of dollars' worth of supplies by the War Department, some buyers were not satisfied with their purchases.

In most cases, however, dissatisfaction was due to failure to properly investigate. A too brief or too general description in catalogs—a clerical error in listing and a corresponding failure of the purchaser to carefully investigate and check at the time of sale, has sometimes caused disappointment. The War Department has tried to operate on "The Buyer Be Satisfied" principle.

It has tried to hold sales at convenient points with full opportunity for inspection. When inspection has been made satisfaction has resulted.

You as buyer, and the War Department as seller, will both profit if you investigate fully. There is value enough to go around, but investigation is your best insurance.

The Way to Investigate

Watch your Commercial Business Publication and the Metropolitan Dailies for announcement of specific auction or sealed bid sales.

Send for the Catalog mentioned in the announcement. Check off the items that interest you.

Send a representative to the sale to inspect the materials—in advance, if possible.

To ensure you more leeway, send your name and address at once to Major J. L. Frink, Chief, Sales Promotion Section, Room 2515, Munitions Building, Washington, D. C. Advise him the character of materials you are interested in, and catalogs containing such materials will be forwarded you as rapidly as sales are scheduled.



Final commodity sales will begin in September and continue until liquidation of stocks is completed at the Quartermaster Depots in Brooklyn, Chicago, San Antonio and San Francisco. Offerings include a wide range of Quartermaster Supplies, Ordnance Property and smaller quantities of Engineer Property, Chemical Warfare and Medical and Hospital Supplies.

Important sales of Real Estate, Buildings, Plants and Warehouses will be held at Camp Devens, Ayer, Mass.; Ordnance Reserve Depot, Amatol, N. J.; Camp Meade, Md.; Ordnance Reserve Depot, Toledo, O.; Camp Knox, Louisville, Ky. and Camp Lewis, American Lake, Wash. Definite dates will be announced later.

Look for the Eagle before you shop.

WAR DEPARTMENT

**"Make It In
ALABAMA"**

JASPER has—

Population 3200.
County Population, 50,593.
Farm Products—Corn, Wheat, Cotton, Hay.
Mineral Products—Iron, and Coal.
3,000 bales cotton annually.
Five railroads serve Jasper.
Good Highways.
Warrior River Transportation to Gulf of Mexico.
Artesian Well Water.
FREE FACTORY SITES.
Low Tax Rates.
Fine Labor and Climatic Conditions.
Good Schools and Churches.
Best of Living Conditions.
Freedom from Labor Disturbances.
Abundant supply of Hydro-Electric Power—Cheapest in South.

Jasper Has 83% Native White Population

***Especially Favorable Location
For Woodworking Plants***

Jasper, Alabama, has every advantage for the location of new industries such as FURNITURE FACTORIES, LUMBER MANUFACTURING, IRON FOUNDRIES, MACHINE SHOPS, and many other factories both large and small.

Coal, Iron, Hardwood, Pine In Unlimited Supply

**Native White Labor is Plentiful.
Distribution Facilities Excellent.
Climatic Conditions Ideal.
Cheap Hydro-Electric Power.
Rail and River Transportation.**

Manufacturers interested in locating where conditions are most favorable, should get in touch with—

**Secretary, Chamber of Commerce
JASPER, ALABAMA**

COLUMBIA — CAPITAL OF — SOUTH CAROLINA

A LOGICAL LOCATION FOR INDUSTRIES

of country. Only city in southeast with 2 direct lines to each of 6 Great South Atlantic Seaports. Fifty-five passenger trains daily; six to New York. A great hydro-electric power centre still having sufficient undeveloped water power to supply 35,000 H.P. continuous 24 hours power. State and Municipal laws not inimical to industries. Available sites on one or more trunk lines. Locations in or near city on hard surfaced highways. A city convenient to raw materials and close in point of time to the markets of the world. Ninety-Nine per cent American labor. Conditions for labor ideal.

THE distributing point for the southeast with 4 railroads operating 11 lines. Direct communication with all parts

An equitable climate permits out of door labor all year round.

A COMFORTABLE PLACE IN WHICH TO LIVE

AVERAGE temperature of 63.5 for 30 years. Humidity low. Mild winters. Summer

average 79.6. Heat prostrations never occur.

A porous, well drained, sandy soil.

Water supply abundant and excellent.

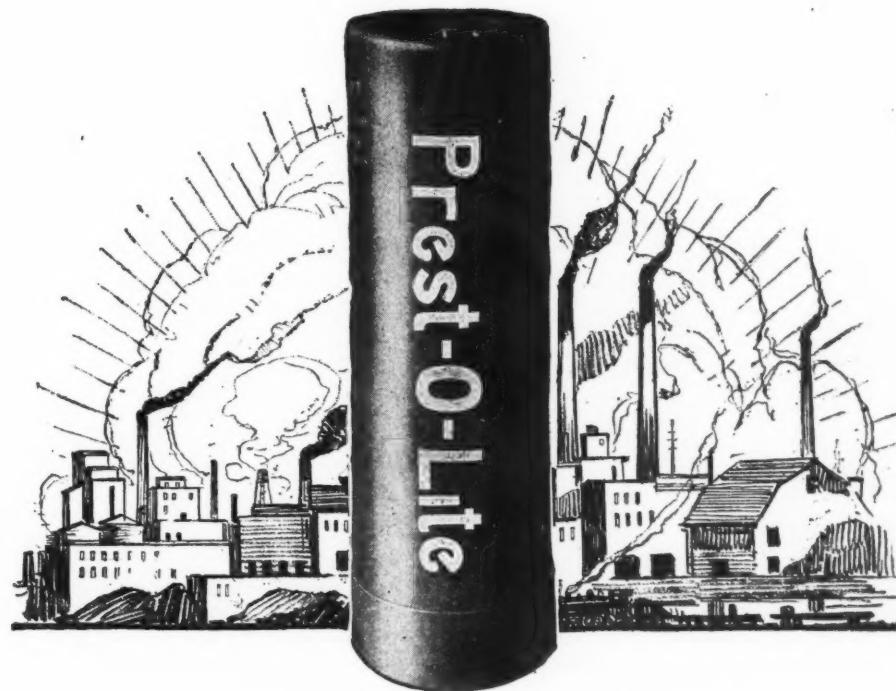
Strict sanitary regulations.

High standard of public schools. Home of 10 universities and colleges.

Paved streets, public parks and a diversity of sports and amusements. Eighty miles paved highways out of city.

The Columbia Chamber of Commerce

Offers its services in conducting investigations for your particular requirements.



Meeting the Demand

To meet the constantly growing demand for Prest-O-Lite service, Prest-O-Lite's cylinder factory is distributing an ever-increasing number of new cylinders.

Years of experience in the manufacture and distribution of Dissolved Acetylene has established a high standard for

every Prest-O-Lite cylinder—a standard that Prest-O-Lite unfailingly maintains by making its cylinders to its own design and under its careful supervision.

An inquiry at our nearest sales office will bring you information concerning our latest sales and service plans.

THE PREST-O-LITE COMPANY, INC.

General Offices: Carbide and Carbon Bldg., 30 E. 42nd St., New York City

In Canada: Prest-O-Lite Co. of Canada, Toronto

District Sales Offices

Atlanta
Baltimore
Boston
Buffalo

Chicago
Cleveland
Dallas

Detroit
Kansas City
Los Angeles
Milwaukee

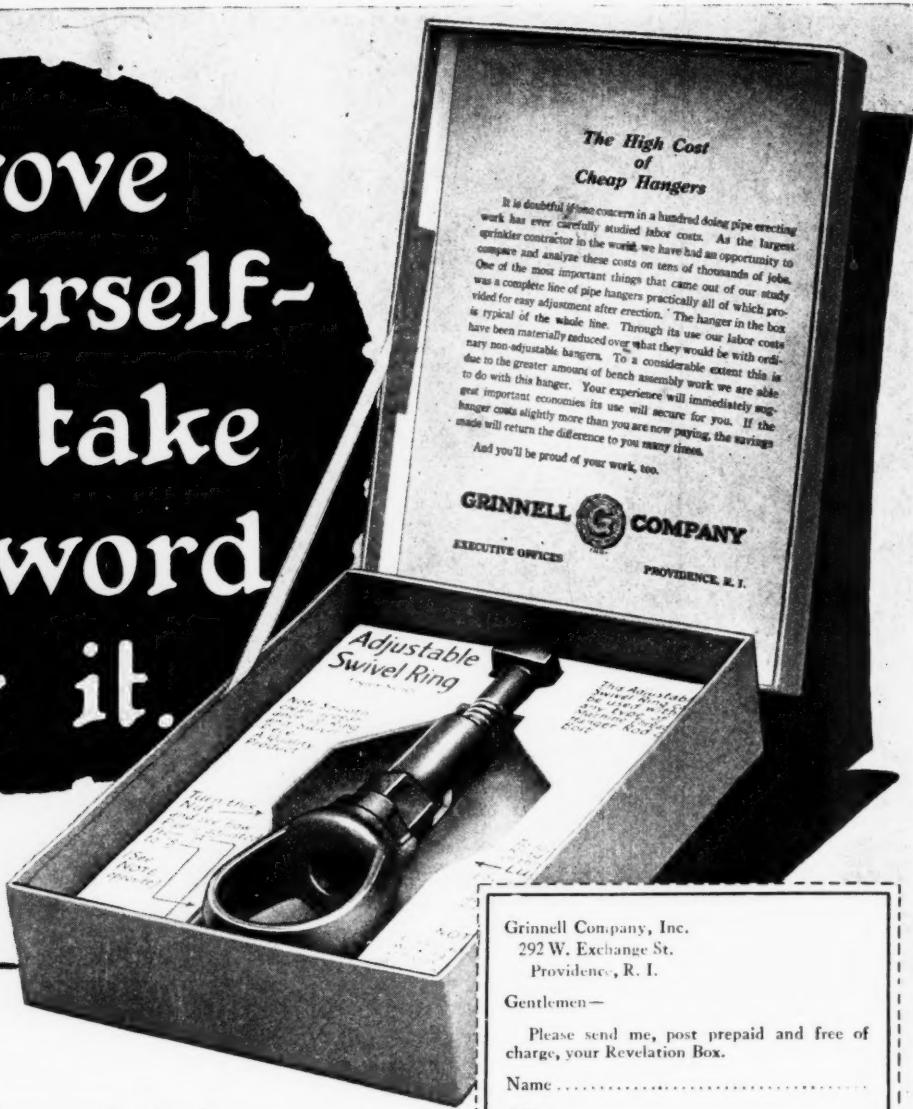
New Orleans
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Pittsburgh
San Francisco
Seattle
St. Louis

Prest-O-Lite
DISSOLVED ACETYLENE

Each Prest-O-Lite user looks to his nearest District Sales Office not merely for arrangements to adequately cover acetylene needs, but for helpful co-operation and advice on any matter involved in the use of acetylene.

Prove
it yourself-
don't take
our word
for it.



A LOT of steamfitters and plumbers are from Missouri even if they do live in Connecticut, Ohio and California. They wanted to be shown a hanger that was head and shoulders above any hanger made. So we got up the Revelation Box.

But skepticism turned to enthusiasm when the Revelation Box arrived. Even a casual examination revealed the startling possibilities for economy in installation costs opened up by the unique and revolutionary construction of the new Grinnell Adjustable Hanger.

To call it a revelation is a mere statement of fact. No other hanger on the market can approach it. For the first time in the history of the industry you can obtain a hanger that's completely and thoroughly 100% right.

Let the Revelation Box bring you a life-size sample of this new malleable iron hanger. Learn first-hand about those superiorities of construction it embodies which are typical of an entire new line of hangers designed especially for the heating and plumbing trades.

The feature that makes it particularly adapted for distribution through jobbers will also interest you. Fill out the coupon. Get the Revelation Box now—so that you begin to cash in on its advantages at once.

***Fill in the coupon and mail it today
for the Revelation Box.***

GRINNELL COMPANY

Fittings, Hangers, Valves, Pipe Bending, Welding, Piping Supplies, Etc.

